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HONG KONG, TUESDAY, OCTOBER 6, 1931.

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EXCURSIONS TO MACAO:—

On SATURDAY, 10th OCTOBER (HOLIDAY)

S.S. "SUI TAI"

will leave Hong Kong (Wing Lok Street Wharf) at 9 a.m. and Macao at 3 p.m.

On SUNDAY, 11th OCTOBER

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TUESDAY, 6th OCTOBER.

From HONG KONG—8 a.m. only. From MACAO—2 p.m. only.

WEDNESDAY, 7th OCTOBER.

From HONG KONG—8 a.m. and 5.30 p.m. From MACAO—2 p.m. only.

SPECIAL SALOON FARES.

WEEK DAYS.—Single: \$3.00. Return: \$5.00.

SUNDAYS and EXCURSIONS.—Single: \$2.50; Return: \$4.00.

Notes.—All Steamboat Company's Steamers are fitted with Wireless.

DIARY OF LOCAL EVENTS.

Today.

(October 6.)

Rotary Club Tiffin, Lane, Crawford's Restaurant, 1 p.m.
Wine Drive at St. John's Cathedral Hall, 8.45 a.m.
United Photoplay Service, Ltd. Meeting, 3 p.m.

Queen's Theatre: "Daybreak."
World Theatre: "The Viking."
Star Theatre: "Untamed."
Central Theatre: "Iron Man."
King's Theatre: "I Take This Woman."

Prince's Theatre: "Love, Live Laugh."

Majestic Theatre: "The Storm."
Dinner Dances at Hong Kong and Peninsula Hotels.

European Mail.—Outward: Europe via Siberia (Glancus) 6 p.m.

Tides:—High at 2.23; Low at 11.39.

Wednesday.

(October 7.)

Whist Drive at Helena May Institute, by Police Branch of Ministering Children's League.

Technical Institute Classes Re-open.

Queen's Theatre: "Daybreak."
World Theatre: "Among The Sexes" (Chinese film).

Star Theatre: "Untamed."
King's Theatre: "Three Girls Lost."

Central Theatre: "Iron Man."
Prince's Theatre: "Love, Live Laugh."

Majestic Theatre: "The Storm."
Tea Dances at Lane, Crawford's Restaurant; Dinner Dances at Peninsula Hotel and Repulse Bay Hotel.

Tides:—High at 4.03 and 8.35; Low at 12.30 and 1.29.

Thursday.

(October 8.)

Anniversary of the Birthday of Confucius (Sheng-ten-chieh).

Customs Holiday.

Horticultural Society Meeting, Jardine's Boardroom, 5.15 p.m.

Queen's Theatre: "Daybreak."
World Theatre: "Among The Sexes" (Chinese film).

Star Theatre: "Hot For Paris."
Central Theatre: "Romance of The Opera" (Chinese film).

King's Theatre: "Three Girls Lost."
Prince's Theatre: "Love, Live Laugh."

Majestic Theatre: "A Man From Wyoming."
Dinner Dances at Hong Kong and Peninsula Hotels.

Tides:—High at 5.50 and 8.24; Low at 1.14.

European Mail.—Inward: Europe via Suez (Naldera); Europe via Siberia (Vogland).

GIVE ME A DOG FIGHT!

AND YOU CAN HAVE ALL THE SIGHTS OF LONDON.

A WRITER'S CLAIM FOR THE LITTLE THINGS OF LIFE.

I have always said that a dog fight in the country is better than a big fire in town, writes "Ephesian" in the London Morning Post. Now that I have returned to live in the country, I have no doubt whatever but that I am right! The low gear in which we live, the gentle tenor with which we pursue our simple purposes, the solid, natural background against which all events are presented to us—all these factors make the little things of life stand out before our senses with stereoscopic intensity.

Take the weather; for I wish to be decently conversational in my approach to this argument I am setting out. In a town you have fine days or wet days or, for very observant people, fine mornings and wet afternoons, wet mornings and fine afternoons. You know no finer distinctions. Not so with us!

Country Life.

It is easily possible for the most absent-minded dweller in the country to recall quite distinctly that on any given day last week the sun shone brightly from dawn to break-fast; then there was a dark spell, succeeded by a drizzle which deepened half-way through the morning; lunch in the sun was followed by a shady nap in a hammock; tea was taken indoors because the wind had sprung up; but we went for a walk after tea, and just got back before the hailstorm; and, dining while gusts of rain obscured the sunset, were able to fling open the bedroom windows for a clear, windless, starlit night.

(I have, perhaps, for dialectical purposes, exaggerated the changeableness of that day's climate; but can any townsman say that he retains such vivid impressions of a similar day among the bricks and mortar?)

Country life is made up of an infinite variety of sensations, and only the ignorant are deceived by its superficial day-by-day similarity. When you hear people say, "I like the country in the autumn,

when the trees change colour," you know with certainty that they are visitors from the town. For to us every day or at least every week, brings a new season. Spring, summer, autumn, winter, are childish approximations to us; we celebrate a hundred different seasons.

There is, for example, Beesbub's Day—a date unknown to the town-dweller; it is the day when the flies begin to appear, a sort of insects' Valentine's Day. Until then it is safe to ride one's back with a crop; but yesterday houseflies, horseflies, moorflies, fieldflies, henthordies, pinadies—every sort of fly—and I don't know their scientific names any more than they do—rush on us with one accord when we trot down the path which leads to the gallop, and settle fiercely on horses and riders.

Out come the fly-whisks, and another season has begun.

I began by speaking of a dog fight. This needs elaboration. The topic of conversation to which all my acquaintances here—from the "County" to the "County Arms"—revert in their conversation is the sensational affair of last week when the brown dog at the "White Horse" fought for ten minutes with the black mongrel from the cottages at the Bottom. The details of that encounter will be remembered by us when the whole world has forgotten the most-reported heavy-weight boxing contest of the last ten years. I know every stage of that dog-fight, moment by moment, growl by growl, bite by bite. (The mongrel won, but his was a Pyrrhic victory; we expect to see him about again soon.)

Pleasure In Little Things.

Last year Miss Smith's terrier was bitten by an adder! The place is still pointed out, both in the woods, and on the dog's leg. Yet, when I lived in London, a fire consumed half a mile of riverside wharves, causing a million or two of damage—and I can't remember anything about it except the headlines in the papers.

(Continued on Page 4.)

THE HONGKONG

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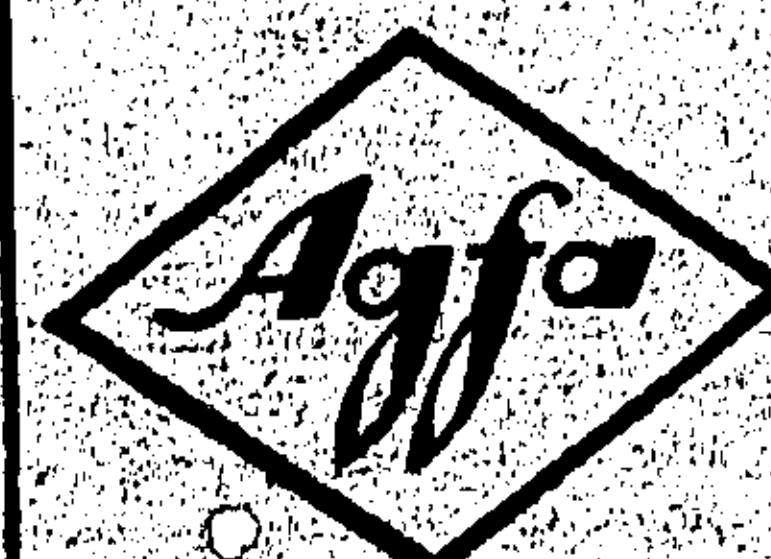
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Cold Veal and Ham Pie
Roast Potatoes—Boiled Potatoes
Long Beans
Lemon Punch
Fruit. Tea or Coffee

SPARKS FROM THE PLUGS

HEAD LAMPS AND SCREENS.

HOW TO OBTAIN CORRECT LAMP FOCUS.

The windscreen of my car is at least twenty inches from my face. At that distance my eyes focus any spots of dirt that settle on it as a multitude of blurred but separable spots when I am looking through the screen to a point about forty yards ahead. If the distance between the screen and my eye could be reduced to ten inches these spots would be right out of focus; they would spread as a thin mist right across my sight, but they would not obscure themselves, writes J. H. Lordon in the *Autocar*.

And whereas now, when my screenwiper leaves circular arcs across my vision, I have to bob my head about to get a clear patch to see through, I could, with the screen at closer quarters, stare right through the wiper pattern.

My screen is a big, one-piece affair. When a fog comes I try to drive with the panel as far open as it will go; but it only gives a vertical gap of about six inches, so I have to sit right back that I may be able to look below it, which still further reduces the angular aperture presented to my eyes.

Long Steering Wheel.

For my next car I want a nice long steering wheel that sticks right into my "tummy"; and I want my steering one-piece screen to come as near as possible to the wheel, and thus to my eyes; and I want to be able to push the screen open, right into a horizontal plane.

Is this all so fearfully difficult to arrange? Can't the driving position be designed for a medium-sized man (say, 5 ft. 10 in.) and not for a midget? I, personally, am tall, and only about two inches are allowed for adjustment of the pedals. I hate to work the wheel with outstretched arms; but most of all I hate spotty vision. Why not provide a twelve-inch adjustment on the pedals, so that both the small and the tall man may drive the same car in comfort?

A few nights ago, after three people had nearly driven into me, in spite of the fact that my head lamps were very carefully adjusted, I turned the car round and overtook the latest culprit, stopped him, and remonstrated.

He swore he had been driving as straight as he could, that he couldn't see, that my lamps had dazzled him. I drew his attention to the state of his screen, which was covered with fingermarks, and was extremely dirty outside.

He asked what that had to do with it. I demonstrated by means of an electric torch that dazzle is produced by diffused light from the screen, and not by the intensity of the direct light from oncoming cars.

Eliminating Dazzle.

If only more drivers would realize that a clean screen practically eliminates dazzle how much happier we should be. Next time you are dazzled by a maine who focuses his lamps all wrong, stop your car and give your screen a thorough cleaning. You will not be dazzled again until your screen gets dirty. Personally, I run the wiper in all weathers at night. With a clean screen I require none of those devices that my brethren buy in the hope of cutting out dazzle.

Here is a method of avoiding dazzle from a dirty screen. It is to intercept a patch of light from the oncoming car with an opaque shield, a patch of shadow being thus

thrown upon the windscreen. Look through the patch of shadow and you will find it reasonable transparent. But, unless the opaque shield is very accurately positioned it will simply block your field of view. It should be well forward, about a foot wide by six inches high, and situated over your off-side wing, its bottom edge level with the top of your radiator.

Blinding Lights.

When using this device do not worry about shading your eyes from the glare; but use the patch of shadow on your windscreen for looking through, and look at the near edge of the road.

Undoubtedly motorists can do much to help their fellows by the proper control of their lights. It is a nuisance to be blinded, not dazzled, by an oncoming headlight which happens to be badly focused. And, moreover, a blinding headlight is, in a most reckless manner.

The proper way to focus a head lamp is as follows: first adjust your bulbs so that they throw central spots of light into the distance; the spot must not converge too close up, so that the light diverges again, nor should it diverge straight away into a broad circle of light. Then drive to a straight, level road, and bring the near-side wheels into contact with the kerb. This will ensure that the car is pointing straight up the road.

Loosen the adjusting nuts of your lamps, switch on, and drop a cloth over the near-side lamp. Direct the off-side lamp till you can just see the spot of light against the near-side kerb as far as possible ahead. Tighten the nut, drive over to the off-side kerb, and repeat the process for the near-side lamp, placing the spot against the kerb at the same distance as that thrown on the road by the off-side lamp.

This will give you two beams of light that just cross at a big distance in front of you, yielding a patch of light on the road as broad as the car. The beam from the side lamp will always point towards the near side, and will, therefore, be unobjectionable, while the near-side beam is a dropping one and comes across the road to your off side at a distance only, and not close up. If the beams do not cross, the off-side beam is liable to give offence all the way by blinding, and the man with a dirty screen gets dazzled into the bargain.

Dirty Glass.

I wonder how many drivers realise that a dirty pane of glass in front of the head lamps and a dirty reflector have two undesirable effects. First, they cut off the intensity of the light forward; and secondly, they increase the general intensity of the diffused light close up. This last effect does three kinds of damage. It throws scattered light into the eyes of the oncoming from near by, where it is liable to do the most harm. It increases the intensity of the light on the road just in front of the car, by virtue of which the iris closes down under the impression that ample light is already entering, whereas the iris needs to be wide open to receive every possible scrap of light from far forward. Also, the relative brightness of the close-up scene obscures the importance of the distant scene and distracts the attention. Bright close-up lighting soon tires the eyes. So does a dirty pane.

The facts set down above are but little known. Most people think that a windscreen is clean when it is only fairly clean. For night driving a screen wants to be spotless, without blemish; so does the wiper, which should work all through the hours of darkness.

Safety first at night consists in a crystal screen and properly focused lamps. Try them out and see. You will be surprised at the difference.

FIRE RISK ON SMALL CARS.

WHERE SHOULD PETROL TANK BE PLACED?

There has been considerable discussion recently, says *The Light Car and Cyclecar*, concerning the correct position for the petrol tank on a small car. These discussions have arisen as the result of a particularly shocking burning car accident in which the vehicle had an under-the-bonnet petrol tank and a two-door body. It has been said that the moral is that all bodies should have four doors and that all petrol tanks should be mounted at the back of the car. Surely it might equally be claimed that because cyclists sometimes skid and fall heavily, every bicycle should be a tri-cycle, or that, because folk sometimes fall through railway carriage doors, every train should be locked up before it is set in motion. There has been a tendency to panic over petrol tanks fitted in front when no need for panicking arises; a cry for a factor of safety to provide not only against the ordinary, but against the extraordinary as well. Before petrol tanks under the bonnet and the two-door body stand condemned, their inherent shortcomings will have to be much more firmly established than they are to-day.

NEW BY-PASSES SPOILT.

RIBBON BUILDING CAUSES TRAFFIC DELAYS.

Will a time come when arterial roads are fenced off and adjoining houses back on to them instead of fronting on to them? "Focus" in *The Light Car and Cyclecar*. The entrances by road to our cities if such a state of affairs comes about will be as drab and horrifying as the railway approaches, but there would be a great speeding up of traffic, and ribbon building, which has been causing anxiety to county councils for some considerable time, would cease to be a nuisance.

At present a fine new arterial road or by-pass is cut across virgin country, so that traffic can make good headway, and within a few months the new road is lined with little houses; side turnings and cross roads come into being, tradesmen's vans standing beside the kerb narrow the highway, dogs and children play in the road, and before more than two or three years have passed the arterial road has lost its identity and become just as busy a thoroughfare as the one which it was intended to replace.

POLITE POLICE AND MOTORISTS.

NOVEL METHOD OF PROPAGANDA IN FRANCE.

Paris—"Politeness and propaganda" is the motto of the police at Compiegne, who have evolved a new method for dealing with the careless motorist.

Anyone who leaves his car haphazard in the street for too long may expect to find attached in a prominent place, a printed notice informing him courteously that since his car has been parked (a) On the wrong side of the street, or (b) In a forbidden area, his number has been taken, and that a fine will be imposed if the car is not moved. But upon turning the street or paper, in response to an invitation to do so printed at the foot, the motorist finds a list of the principal sights and historic monuments to be seen in Compiegne, and is begged not to leave the town without visiting them or calling at the publicity bureau for further information.

BRITISH CARS IN SOUTH AFRICA.

UPHILL FIGHT AGAINST LOWER-PRICED PRODUCTS.

Nearly 15,000 people visited the first all-British motor show in South Africa, which was held in the giant pavilion on the beach, Durban, during the height of the holiday season in July last.

Owing to the indisposition of his Excellency the Governor-General, the Earl of Clarendon, the show was opened by Mr. S. R. Jordan, His Majesty's Trade Commissioner in South Africa. His Excellency visited the exhibition during the last day.

Coming close on the heels of a recent "open to all" show held in conjunction with the Durban Agricultural Show, the British display was thrown into bold relief, especially in view of the fact that a previous exhibition had proved an utter failure. Few British traders had shown their cars, and the American display had suffered as a result of the slump, the two facts combining to spell disaster.

Dealers in the present case concentrated on the type of vehicle most suitable for the Dominions, the new Hillman Wizard, the new Vauxhall, and the Singer Super Six being among the most interesting exhibits. A complete Austin range was shown, while other interesting cars included the Humber Snipes, the Triumph Fours and Sixes, all the Singers, the larger Morris models, together with the side-valve Minors, the latest Trojans, the Armstrong Siddleys, the Wolseleys, the B.S.A. three-wheelers (which were well received), and a new Standard. The Wolseley Hornet and the Singer Junior were the only vehicles that bordered on the sports car category in the show.

During the week following the show, British dealers in Durban were working at top pressure arranging demonstrations and trial runs up-country.

The interesting fact emerged that many dealers actually sold all their show models before they left the hall. There can be little question that the show has done more to forward the "British" movement than anything during the past year, although one gap in the range of British cars available was much discussed.

No car was shown which came near the Chevrolet and Ford from the point of view of performance and accommodation at the same price. The nearest approach to what is still considered the Colonial motorist's ideal—the £210 Chevrolet or the £185 Ford—were the Hillman Wizard saloon at £207 and the Vauxhall saloon at £205. These prices are still being compared with the £200 lower figure asked for the saloon models of the two American cars. However, there is a big field for cars under £400 in the Union, and the newcomers should do well.

AUSTIN CARS' SUCCESS.

A 1924 VETERAN.

In the recent Ulster International Motor Rally, which concluded in Bangor N.I., an Austin Sixteen driven by Mr. J. M. Caherty of Belfast, secured First Prize without losing any marks, whilst an Austin Seven (Mr. F. W. Earnley of Newtownards) was third with a loss of only one mark and 5 sec. error in the secret check.

The competitors, who started from all parts of the British Isles, had to cover a distance of 500 miles at an average speed of 24 m.p.h. and to speak well for Austin dependability that out of the first seven successful cars four were of the Austin marque.

An interesting arrival at Bangor was a 1924 Austin Twelve Touring car driven by Mr. Ashe of Lisburn which up to the date of the Rally had covered well over 160,000 miles. It was on time at all controls and was the second car to finish.

More than 400 competitors took part in the event and judging by the success of the first venture the Ulster International Motor Rally is likely to become a popular annual affair.

IMPROVEMENTS TO PYTCHLEY ROOF.

FLEXIBLE PANEL AND ANTI-RATTLE DEVICE ADOPTED.

Since its inception the Pytchley sliding roof has remained unchanged in general principle, but naturally, as conditions demanded, the roof, which is so popular to-day, represents a vast improvement over the original type. For the coming year further modifications have been made, and these are all of a nature that will cause this pioneer fitting to appeal more strongly than ever to the average car user.

In the first place, attention has been devoted to the locking arrangements, and in place of the single, or, occasionally, double-locking device mounted at the side of the sliding panel, there is now a single central control at the front of the panel which simultaneously operates three positive locks. These locks, consisting of a clamp at each side, enable the sliding panel to be firmly secured in any position, and also prevent rattle, while a central catch secures the roof when closed. Hitherto, the sliding panel has been of rigid construction, and on this account has limited the amount of opening, but the new model has a flexible panel which adapts itself to the roof contour and consequently gives a larger opening.

The third outstanding improvement is in connection with the exclusion of water, the whole sliding mechanism being mounted above a metal tray which, by reason of its double-channel formation, definitely precludes the entrance of water. It is worthy of note that there are no metal-to-metal contacts, felt being interposed between the sliding members to obviate rattle.

Fitting has been simplified to such an extent that motorists need have no fear as to the roof's success.

(Continued on next column.)

MIDDLE OF THE ROAD DRIVING.

DANGEROUS IN WET WEATHER.

One of the most notable differences between the styles of driving on the Continent and in this country is the universal habit of drivers abroad to keep well over to their side of the road and the British custom of hugging, as far as possible, the centre of the highway, says *The Motor*. The practice of keeping some distance from the kerb is never so dangerous as on a slippery surface. Yet it is more prevalent than at any other time. Much as the ordinary driver fears the edge of the road under dry conditions, a shower of rain evokes a general desire to keep away from it at all costs. The idea seems to be that to drive on the camber is inviting a skid, whereas, did these poor wits but know it, the kerb is their greatest friend on a slippery surface. If a car skids on the centre of the road the chances are that it will make a lateral slide to the gutter, and strike the kerb with such force that the vehicle will overturn. The shorter the distance from the kerb the less the impact. Appreciation of this fact would have avoided a countless number of serious accidents due to skidding.

In the hands of smaller coachbuilders, who for conversion purposes can obtain a complete assembly ready for dropping into the opening prepared in the roof.

Both the interior and exterior appearances have been improved, and the light, single-handed operation which has for long characterised Pytchley products is, of course, a feature of the improved fitting. Incidentally, Morris models for the coming year will be equipped with this sliding roof.

"THE BLUE BIRD."

SIR M. CAMPBELL'S MOTOR YACHT.

Most readers will have read of Sir Malcolm Campbell's adventure at West Wittering, and have learned that he has taken up motor yachting, says *Autocar's* Correspondent. I saw the plans of Sir Malcolm's boat, *Blue Bird*, in *The Yachting World*, which does for private mariners what *The Autocar* endeavours to do for those who prefer dry land.

Probably many people on hearing of a water *Blue Bird* associated it with something fast, a kind of sister to Lord Wakefield's *Miss England*. But *Blue Bird* is a sea-going boat, a fifty-two-footer built by Thornycroft, with comfortable living accommodation, including a saloon, stateroom and deckhouse. The late Glen Kidston's boat, on the other hand, was a luxury speed boat. It was not finished at the time of poor Kidston's death. The plans of this boat, too, were published by *The Yachting World* quite recently, and I thought I saw in these designs the difference between two great speed men. With Campbell speed is only a means to an end. Kidston never seemed content unless he was going fast in something—a car, a boat, or an aeroplane. His great friend, Prince George Inorotinsky, described to me a boat adventure which cured him of any ideas he may have had of owning a speed boat. The Prince and Princess, with Commander Kidston and his wife, were out in the Solent in a speed craft. Kidston was at the wheel, and, no doubt, had the throttle well open, when, without warning, the bottom of the boat disappeared. It sank like a stone under them, and the quartette found themselves in the water, where they remained for two hours before being rescued.

I was recently in an Osborne speed boat at Douglas and, although it was by no means my first trip in such a boat, it was the first time I had extracted any thrill from a run in one. The sea was rough and the way that boat jumped from sea to sea can only be likened to being in a springless car, fitted with solid tyres, negotiating a ploughed field at speed.

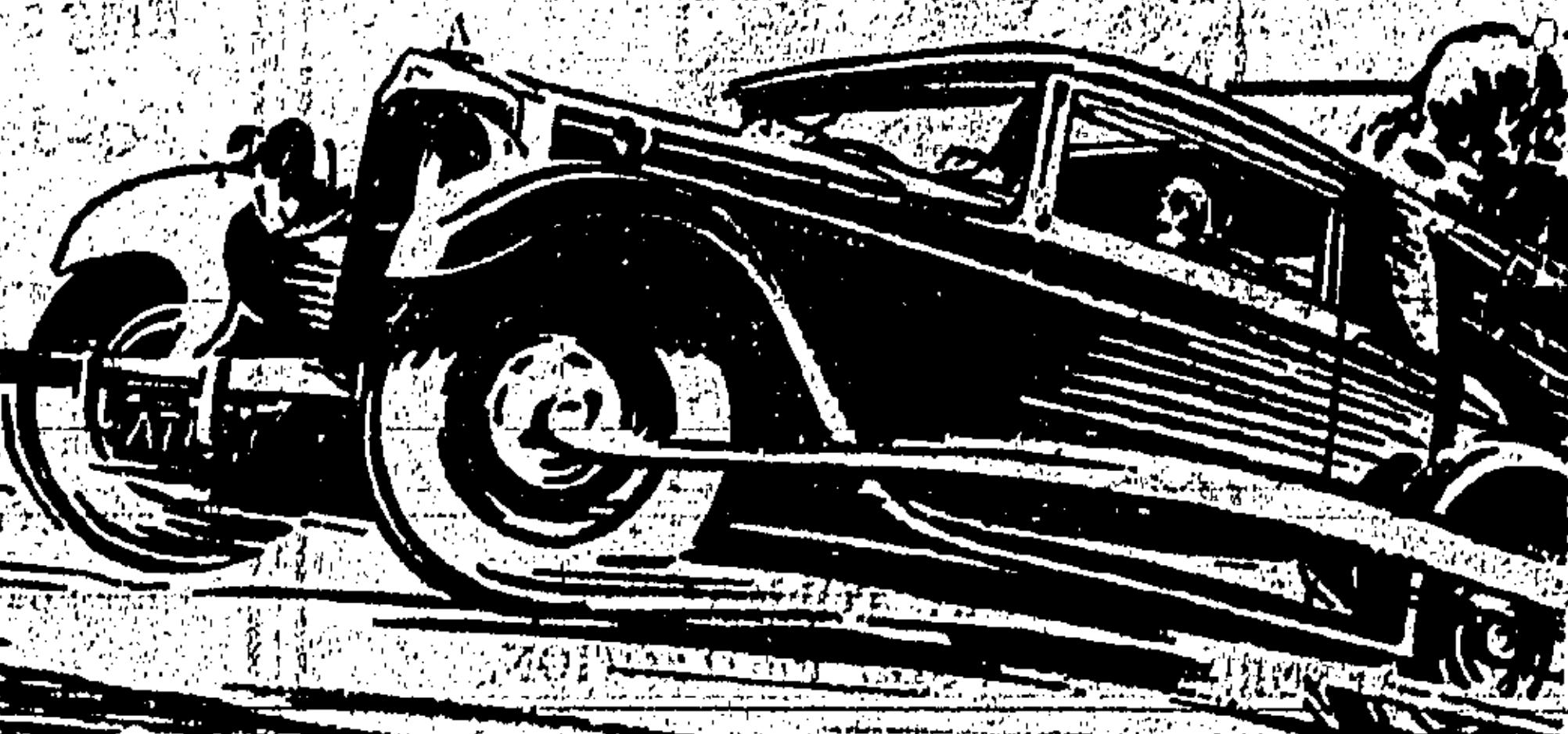
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SIX STROKE MOTOR.

NEW TYPE OF ENGINE DEVELOPED.

News comes from Germany that a professor at the High School of Engineering at Berlin has evolved a new type of engine working on a six-stroke cycle. The name of the professor is Terres, and a few days ago he invited some of his colleagues to explain to them the theory and working of the invention, on which he has worked for twenty years.

The new engine looks similar to those of the orthodox type, but the combustion process is divided in two stages, a pre-combustion and a main-combustion stage. The engine draws in petrol vapour with a very small admixture of air, which mixture is then compressed and ignited in the usual way. There being little air in the gas, the mixture burns slowly and only part of the petrol vapour is consumed. At the end of the stroke the exhaust valves remain closed and the gas is once more compressed, when a powerful jet of hot compressed air is blown into it through a nozzle provided for the purpose. The gas, receiving a sudden surplus of oxygen, immediately flares up and produces the main power

stroke, at the end of which the exhaust valves open to start the cycle anew.

It is claimed that, by this process, a maximum amount of mechanical energy is obtained from a given quantity of fuel. Whereas in the normal petrol engine the degree of efficiency of power conversion from petrol is only between 20 and 30 per cent., in the new engine it reaches 40 to 50 per cent. This means a saving in fuel of approximately 30 per cent. An old Benz engine, that formerly delivered 10 h.p., has been converted to work on the six-stroke principle, and now supplies 15 h.p. on the same quantity of fuel.

The six-stroke cycle opens up new vistas in the development of fast Diesel engines, the main difficulty in which is to secure efficient fuel consumption at the high revolutions which are required to cut down the weight of these engines and make them practicable for automotive work.

It is asserted that in heavy-oil engines working on the six-stroke principle the heavy-oil vapour molecules are cracked in the pre-combustion stage so that in the second stage the fuel burns readily and completely. The combustion processes in this new cycle appear already to have been thoroughly investigated, and no difficulties are expected in the practical development of the engine.

News from Everywhere

NEW GOODYEAR TYRE TREAD.

A new type of tyre tread and principle of construction has been introduced by the Goodyear Tyre and Rubber Co. (Great Britain), Ltd. As in the case of building, buttresses are employed to assist in taking side thrust, and in this latest type of tyre what can be described as a rubber buttress is built in at the junction of the tread and side wall, the result, it is claimed, being that the tread has 50 per cent. more rubber at the shoulders and an increase of 10 per cent. at the centre of the tread. It is understood that 24 per cent. greater wear has been obtained from this latest design as compared with the previous Goodyear all-weather tread tyre. Another claim put forward is that the grip the new tyre can obtain on the road assists greatly in reducing the possibility of skids.

DELAGE COACHWORK SUCCESSES.

Some of the finest coachwork available in standardised form is fitted to modern Delage chassis. In a Concours d'Elegance held in the Parc des Princes not long ago three eight-cylinder Delages obtained special prizes.

One of them, provided with a beautiful Vauvroun saloon body, secured the Grand Prix d'Honneur; another, with a touring body by Van den Plas, took the prize for open cars, and the third, a sportsman's coupé built by the coach-building firm of Grummer, was successful in carrying off the prize reserved for closed cars.

NOISES IN MOTOR CARS.

Dr. W. B. White, Director of Acoustical Research for the American Steel and Wire Company, is at present conducting a series of photographic investigations to improve the acoustics in passenger compartments of motor vehicles. He is experimenting with various kinds of upholstery to learn what fabrics will subdue sounds that reach the ears of passengers and drivers. He has learned, so far, that the pile surface of mohair velvet absorbs sound better than that of hard-surfaced fabrics. The space between the vertical Angora goat hairs, from which the mohair is made, act as "sound traps," while noise, rebounds and "slaps" on hard-surfaced fabrics.

Sound waves are picked up through a sensitive microphone attached to a mechanical unit, converted into electrical impulse, and then vibrated on a mirror inside an oscillograph. A light beam reflected from the mirror passes through a prism and strikes a photographic film, registering a jagged line which shows the intensity and nature of the sound waves.

M.C.C. HIGH-SPEED TRIAL.

Regulations for the M.C.C. high-speed trial at Brooklands, on September 23 are now available. This, as before, consists of four runs round the main circuit, and cars up to 850 c.c. have to average 44.27 m.p.h., the 1,100's 47.04; those from 1,100 to 1,600 c.c. 52.57, and the biggest of all 55.34 m.p.h. Competitors have to be members of the club before September 6, and entries close on September 10. Another M.C.C. matter is that the result of the vote taken of members as to whether the London-Edinburgh should be retained or a new trial substituted for it, comes out in support of the Edinburgh, 222 people voting for it and 200 for the alternative scheme. In view of the obvious support for the proposed new event, it is quite possible that a London-Scarborough trial will be run additionally.

FUTURE OF THE BABY MOTOR-CYCLE.

SUGGESTED DEMONSTRATION OF ITS USES.

What will be the motorcycle of the future? Will the purely sports machine continue to hold sway or does the advent of the "baby" utility machine herald the time when motorcycles will be used by hundreds of thousands of people every day for taking them to and from their work? "Motor Cycling" considers that the utility motorcycle is definitely in the ascendant, and that a time may be not distant when the purely sports machine will occupy a position of no materially greater importance in the "motorcycle trade" than does the football boot in the shoe trade. "The natural develop-

NAPIER-BENTLEY FUSION.

For some weeks past negotiations have been proceeding between D. Napier & Son, Ltd., Acton, the famous aero engine manufacturers and Bentley Motors, Ltd., with a view to the Napier company taking over Bentley car production. We learned from Mr. H. T. Vane, C.B.E., managing director of Napier & Son, Ltd., that negotiations had reached an advanced stage, but nothing definite has been settled.

GOOD ITALIAN RACE.

Over the Montenero circuit, which is near Leghorn in western Italy, they had a first-class race the other day, the course measuring 20 kilometres round and containing, apparently, some 200 bends, one section bordering the sea and offering highly exciting possibilities. An immense crowd swarmed to the circuit by reason of special travel facilities, and the organisation and announcement of positions seem to have been very good. The 1,000 c.c. class had to do eight laps and the bigger cars ten laps, and among the drivers were Vazzi and Chiron on Bugattis and Nuvolari and Campari on Alfa-Romeos, Campari's machine being the special double-six car. A fine duel developed between Nuvolari, Vazzi and Chiron, Nuvolari eventually winning at an average of 51.88 m.p.h.—a speed so low as to indicate the difficulty of the circuit. The fastest lap was Vazzi's at 53.02 m.p.h., and the small car section was won by a Salomon at an average of 45.9, a crash occurring between the leading Salomon and an old type Talbot, which was running nearly neck and neck, only 60 yards from the finish.

MORE RECORDS FOR BRITISH CARS.

Mr. G. E. T. Eyston, has added still further to his great list of successes at Montenero by annexing six long distance international records in class G, with a non-supercharged Riley Nine. The remarkable feature of the performance was that all the records, except the first, were taken at over 108 m.p.h.—an astonishing speed for an unsupercharged car.

After he had taken the 50 kilometres and 60 miles records at over 107 and 108 m.p.h., respectively, a tyre burst and he had a very narrow escape, the car spinning round several times. Eyston, however, managed to regain control and subsequently broke the 100 km., 100 miles, one hour and 200 km., records.

EXPLORING BY CAR.

Each summer sees a great number of people home on leave touring the homeland and exploring its varied beauties by car. Unfortunately the cost of hiring a car, at an average weekly rate being well over £11, with an excess, probably, if the total exceeds 250 miles. This mounts into a big sum if a comprehensive tour is to be made, besides which a fairly heavy deposit is also required.

When the period for which the car is required is three months or more, it is far cheaper to buy a car on the re-purchase system operated by Rootes, Ltd. They undertake to buy back a car at a guaranteed percentage of its list price at any time up to six months from the date of purchase. This concern is one of the largest firms dealing with export and distribution abroad and has distributors in every quarter of the globe. It is, of course, responsible for the export of Humber-Hillman-Commer products.

ment of utility machines was held up for a long time by trade scepticism and by taxation," says "Motor Cycling."

"This year the promised reduction in the latter direction has given them a fillip, and the considerable energy of a section of the trade has definitely put them on the map."

It is to be hoped that the collective endeavours of the trade will be directed with vigour towards ensuring that the public is thoroughly conversant with this new activity. A contributor suggests that a big public demonstration of the capabilities of baby machines might well call attention to them a week or two before the Motorcycle Show at Olympia, and there are many other ways in which the trade could make John Citizen aware of their existence and their advantages.

M.G. PLANS FOR 1932.

SMALL SIX AND A MIDGET FOUR-SEATER.

A preliminary first announcement can now be made of the M.G. Car Company's plans in the way of modifications and new models for the coming year. Altogether, the programme is a most interesting one from the enthusiast's viewpoint, it being remembered, of course, that these machines are built essentially as sports cars, but are pre-eminently the kind of sports cars that are highly suitable for everyday and touring use.

The 950 c.c. overhead-valve four-cylinder Midget is continued as a fabric two-seater exactly as before, but the price becomes £165 instead of £185. Then, on the same chassis, there is an additional model consisting of a similar two-seater body of panelled construction, finished in cellulose and upholstered in real leather. A new type of folding and disappearing hood is fitted, and the accommodation afforded by the body is slightly more commodious. The price of this model, which has a three-speed gear box, is £185. The Midget coupe will continue, as hitherto, in the form of a panelled body, the price being reduced from £245 to £235.

Next, there is an entirely new Midget, known as the Occasional Four, which consists of a two-four-seater body on low sporting lines, mounted on a chassis similar to that of the Montlhéry Midget, but provided with the standard 850 c.c. engine. A three-speed box is normally fitted and is controlled by a short lever working in a visible gate carried on an extension of the

gear box cover, similar to that which has been used this year for the four-speed box on the Montlhéry type. Incidentally, four speeds can be obtained on this new model.

Interesting points are that special trouble has been taken to group the various lubricators for the chassis in accessible positions, whilst a 19-volt lighting and ignition set is employed. The body has a neat folding hood with a cover, there are side curtains, the upholstery is in leather, and the windscreen is of the type that can be folded flat on the scuttle. The fuel is carried in a tank at the back, and the supply to the carburettor is by means of a pump. Rudge-Whitworth racing type wire wheels are fitted as standard, and the price of this model, with three speeds, is £210.

Montlhéry Midget Unaltered.

The Mark II, Montlhéry model Midget, which has been so extraordinarily successful in the big races this year, is continued without alteration. The aluminium-panelled body, which is constructed to the dimensions called for by the rules of the international races, can be obtained in any normal finish, the prices—whilst were increased some little time ago—being £480 for the unsupercharged model and £575 for the supercharged type. This, of course, has the 750 c.c. engine and a four-speed gear box.

Most interesting of all, in a way, is an entirely new car, to be known as the 12-70 h.p. M.G. Magna Small Six. This is a car likely to make a big appeal immediately by reason, first, of its very attractive appearance, and secondly, of course, because of the performance that may be expected. Low build has been aimed at particularly; the chassis being under 40 in. high, though the coachwork is low in overall height, adequacy of head

room has been carefully studied. The engine is a 1,250 c.c. six-cylinder with overhead valves operated by an overhead camshaft, two S.U. carburettors are fitted, the fuel tank is at the back and holds six gallons, whilst the gear box has four speeds, the ratios of the three higher gears being close, with first as a low ratio for emergency purposes. The gear lever is of the short, stiff type, which is so helpful in giving accuracy of control.

The new chassis can be obtained either with a sports four-seater body provided with separate bucket seats for the front compartment and a single-piece screen that folds flat, or with a body known as the Sliding Roof Tourer, which, as the name implies, is a close-coupled style with a sunshade roof. Rudge-Whitworth wire wheels are fitted, and a new appearance for M.G.s is imparted by the radiator being inclined. The price of the four-seater is £250, and that of the saloon £280, it being stated that delivery will commence in October.

The new car will be described in detail next week. The 21-litre six-cylinder Mark II type M.G. remains without alteration, the prices for the various models being, two-seater, £335; four-seater, £330; speed model, £350; two-door saloon, £360; four-door saloon, £370; and saloon de luxe, £390.

With the object of simplifying matters in connection with the various agents, the standard colour for all cars will be black, there being a choice of five up-holstery leathers, with an exception in the case of the fabric two-seater, which is being continued with the same colours as for 1931. Other external colours are available to choice at the small extra charge of £2 10s.

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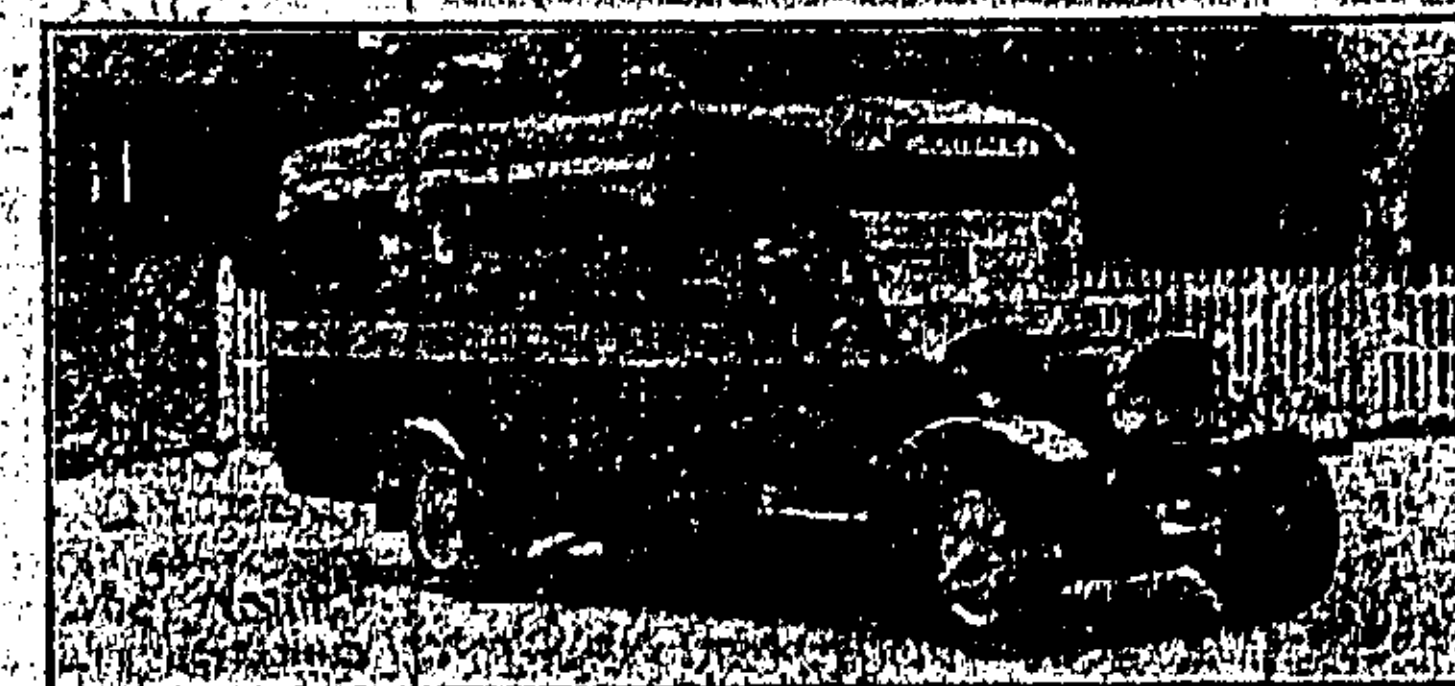
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GIVE ME A DOG FIGHT!

(Continued from Page 1.)

Our interest in these little things is not due to provincial insularity. No; we can canvass a Test Match team with the best of you and our views on Jack Diamond's place in history are not less informed or penetrating than yours in the cities. Our relish in little things is a pleasure which you do not share because you cannot share it. Only in the nursery and the schoolroom is life so full of the glamour of details.

Search in your memory, and you will recall vividly the excitement with which we saw Jones Minor sent off to be caned by the school porter, and the horror when the door of the French Master's room opened at the height of the finest rag of the term and the High Master entered. Well, we in the country can still savour those tremendous trifles, nor do we forget them. Ours is a wider life, with a fuller flavour, and a multiplication of variety that makes memory giddy by enumeration. Every minute has its thrill, every hour its sensation, every day its long record of adventure.

Out of so many things that enter my mind, let me choose one which everybody can appreciate—the weekly cricket match. You towns-men who sit hour by hour drowsing on the benches at Lord's, hoping, often in vain, that one exciting over will repay you for your vigil, have you ever watched village cricket? If so, you will recognise where excitement is to be found.

The Village Cricket Match.

Last week, we battled first; we lost four wickets for no runs; then two players (I don't name them; you wouldn't know them) in grey flannels and braces, one of them even with his workaday boots, set about the bowling and achieved the almost unprecedented feat of scoring thirty runs before being separated. After that the rest of us, dressed in more orthodox style, but suffering worse fortune, were skittled out; and the other side had only forty-two runs to make to win. Their first-wicket pair—the village policeman (their village, of course) and a road-mender (less philosophical, or fortunately at least more reticent, than the literary member of that calling) scored thirty-five runs in four overs. But we won just the same; by two runs, and I shall never forget that afternoon.

The whole joy of life, in these depressed days of national and international affairs, is to enlarge one's susceptibility to impressions. I remember I was once, in the tropics, a vegetarian for a year. I never enjoyed food so much; every bean proved to have an individual flavour. I reverted to a normal diet when I came home; and, believe me, there isn't the gastronomic delight in a Lucullan feast which can titillate the palate like those outwardly plain, wholly unwinning, actually super-superbly vegetarian messes.

Let this illustration (which I advise none to pursue who value health) serve to explain the genuine delight of country life, that multiplicity of excitements which cheer has do not impart. If you want inspiration as well, try a glass of Bill White's piping wine—but that deserves another record.

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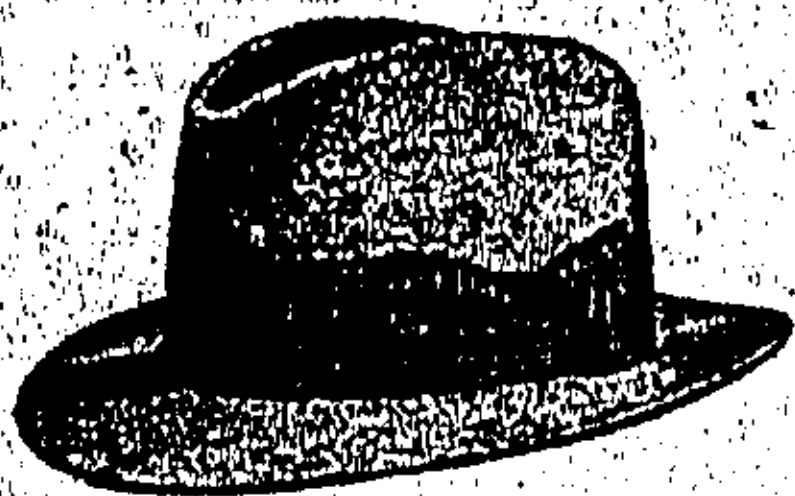
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FRUIT-GROWING IN HONG KONG.

GREAT VARIETY OF TROPICAL AND TEMPERATE FRUITS.

INTERESTING BROADCAST TALK BY PROF. HERKLOTS.

The following is the text of a broadcast talk by Professor G. A. C. Herklots delivered last night:

The recent publication of a book entitled "Fruits and Fruitculture" in the Dutch East Indies has prompted me to choose this as a subject for a talk.

We are indeed fortunate in Hong Kong in that we are able to obtain, in the different seasons, such a great variety of fruits. Apples and pears from the west coast of America and Australia, "Sunkist" oranges and grape-fruit from California, and tropical fruits from China, the Philippines, and Malaya—all are brought to Hong Kong for our pleasure and health. Even some of the soft fruits, such as strawberries, can be obtained from Wei-hai-wei in June and from Baguio the whole year round and can be brought to Hong Kong by ship with the certainty of a large proportion remaining sound and good.

There is, nevertheless, no avoiding the fact that however efficient our cold storage conditions may be during the transit, on board ship, the taste of no stored fruit can be compared with the flavour of a fruit picked from a tree and eaten in its shade. Compare for example the taste of a Californian apple imported and eaten in England with that of a Cox's Orange Pippin eaten in a Dorset or Devon orchard; a comparison is impossible, one looks nice but is woolly and flavourless. The other has an incomparable texture and flavour.

Imported Fruit.

This is an extreme example but it serves to emphasise another fact and that is that fruits grown for the export trade are usually of good shape and colour, of even quality and are good travellers but are not primarily chosen for their flavour. Strawberries grown in Baguio have not the flavour of English strawberries, those of Wei-hai-wei are closer to the home product, but carry these few hundred or thousand miles and what flavour they do possess will undoubtedly have deteriorated to a very appreciable extent.

Of course the reason is that fruits are alive and are breathing just as man does, though of course to a much lesser extent, by burning up sugars to form carbon dioxide and water and small quantities of other substances. A fruit when ripe is physiologically old and therefore more sensitive to changes in environment whether changes be in temperature or in oxygen and carbon dioxide content of the surrounding air. Old and in truth dying, tissues tend to produce products of respiration other than water and carbon dioxide when environmental conditions are in any way unfavourable and these substances spoil the flavour of the fruit. There is no getting away from the fact that the majority of fruits, certainly in the tropics, are most luscious when eaten under the tree on which they were grown.

This leads me up to the object of this talk and that is to encourage residents to attempt to grow more varieties of fruits, whether of temperate or tropical origin, in their gardens in Hong Kong and the New Territories.

Fruitculture in Hong Kong.

I should like to consider some tropical and temperate fruits and review the feasibility, if any, of their culture in this Colony. Those who have not travelled in the tropics may not know that the number of edible fruits in the equatorial belt is legion. Many of these are hard to put in crudely and many others will not keep for more than a day or two. It must be remembered, however, that very little crossing and selection of tropical fruit trees has as yet been accomplished, and that many fruits at present unpalatable may in a generation be improved beyond recognition.

The ancestors of the apple and pear must have been miserable fruits, somewhat like the familiar crab-apple in their taste and size. In the citrus group more selection and breeding has been carried out than in any other semi-tropical fruits and look at the result—the seedless pummelo, the grape-fruit, and some of the oranges are amongst our best fruits. What has been done with the apple, pear, and orange, may some day be done with a score of different tropical fruits.

For the sake of convenience I will follow the order given in the book to which I have already referred.

The Mango.

The Philippine mango, which we welcome so eagerly in the early summer months, is only one species of fair-sized genus and moreover other genera in the same family grow extremely well in Hong Kong but rarely I believe bear good fruit which ripens. It is unlikely that mangoes can ever be grown for fruit in the Colony but the trees are large, handsome, and well worth growing for their appearance alone, either as shade trees or as avenue trees. I believe the Military were the first to bring the Mango to Hong Kong and it is likely that seeds or seedlings were brought from India or Malaya rather than from the Philippines. The Horse-mango or *Bachang*, *M. foetida*, is one of the wild mangoes which grows in Java and Malaya; the fruit is not particularly pleasant (I tried it first in Kuala Lumpur), but no more is the crab-apple.

The Soursoy.

This fruit in Malaya, is called the Durian blanda because it bears a superficial resemblance to the Durian. The pulp, which I have eaten in Singapore and Manila, is somewhat like cotton-wool but the juice, if expressed can be made into a delicious cooling drink. This small tree would, I am convinced, grow in the Colony if it were given a sheltered spot and as I have a few seedlings to spare I would willingly give them to anyone willing to make the experiment. In Java seedlings bear fruit when 3 years old.

The Custard Apple.

This fruit is grown in South China and with many is extremely popular. The tree is small and can easily be grown from seed. It is a collective fruit made up of many fleshy carpels and the pulp surrounding the seeds is yellowish white, juicy, and sweet.

The Durian.

Another name for this tree is the civet-cat tree. Just as anyone who goes for a walk on Mount Nicholson can smell the Hong Kong civet-cat, so anyone who so much as puts his nose inside Penang during the Durian season can smell this peculiarly offensive scented fruit. A Dutch name for the fruit is Stinkvrucht. I have seen bullock-wagon load after load of durians on the outskirts of George Town; Penang, and the village streets littered with the rough and spiny empty fruit-cases. The durian certainly would not grow to produce fruit in Hong Kong but I cannot resist the opportunity to say a little about this fruit.

It is the aril that surrounds the seeds in the fruit of the Durian that is eaten just as it is the aril that surrounds the single stone in the Lichee that is regarded as so great a delicacy. This aril has the consistency of thick custard or of ground rice-pudding. Its taste, I would like to depend on whether you like the fruit or not; the first time I tried the fruit—one seed, was enough. I fancied no more. I really believed I was eating sweet, bad, garlic. On the second occasion I managed to eat two seeds and on the third as many as three but every time I had a meal or drank a little water during the next 2 days back came the taste of bad garlic. A friend of mine, who eats the fruit with gusto, tells me that a beginner should try with really ripe fruit of good quality.

Durians grow wild in Malaya and in the jungle I have seen their flowers strown on the ground and on occasion the mature fruits themselves. Tigers are said to break open the fruits and eat the seeds with great eagerness. A durian to be enjoyed fully should be eaten immediately it is ripe and just after it has fallen from the tree. In the fruit season the natives in Malaya frequently sleep under the trees so as not to miss or allow the trees to fall. The tree grows to be more than 60 feet in height and as the fruits weigh several pounds it is unwise to rest immediately beneath a ripe fruit otherwise the rest may be prolonged indefinitely.

Pineapple.

The pineapple, like many other cultivated tropical fruits is a native of Brazil. The wild pineapple is such a miserable "fruit" that it is amazing that anyone ever took the trouble to cultivate it. It was introduced into Europe about 1600 and into the Hawaiian Islands probably in 1813, though the first real plantation was not established

WUCHOW NOTES.

MANCHURIAN REACTION: NO PLEASURE FOR 3 DAYS.

(From Our Own Correspondent.)

Wuchow, Oct. 2.

General Wong Shiu Hung arrived Wuchow some time ago and went to his native village Ying-yuen to bury his mother. He is still in the country and expects to come out in a few days.

Since the Japanese incidents in Manchuria, local Chinese have been very excited. To mark their views of the matter, the authorities of Wuchow gave an order to stop all pleasures and amusements for three days.

A big demonstration of all organizations and people will take place to-morrow and a public holiday observed by the whole city.

till 1888 by an Englishman, Capt. John Kidwell. Since that date the fruit has been improved almost beyond recognition and to day the pineapple ranks next to sugar cane as the most important agricultural product of the Hawaiian Islands.

The Hawaiian Islands, or rather some of them, are in the same latitude as Hong Kong and if pineapples will grow well in Honolulu why not equally well in Hong Kong? I know perfectly well that pineapples are grown commercially in the New Territories but the culture of these fruits could be carried out on a much larger scale and better varieties of plants could be employed. I know also that the Botany and Forestry Department has been experimenting with pineapple culture and I think it likely that Mr. Green, the Superintendent, would be only too willing to put his knowledge at the disposal of one who seriously intended to try out these fruits in the New Territories.

Recently I had a talk with one of the leading scientists in Honolulu and he told me that one of the leading pineapple growers had told him that in many respects the Hong Kong New Territories were better suited to the growth of pineapples than Honolulu. This information is now third hand but it is worthy of consideration.

Whilst in Amoy this summer I bought three tins of pineapple chunks for 60 cents—about five pence; these had been canned in China. Why should not Hong Kong do likewise and with the cheap and abundant labour available, enter into competition with Honolulu and Singapore for supplying the eastern markets?

(Continued on Page 7.)

eunice

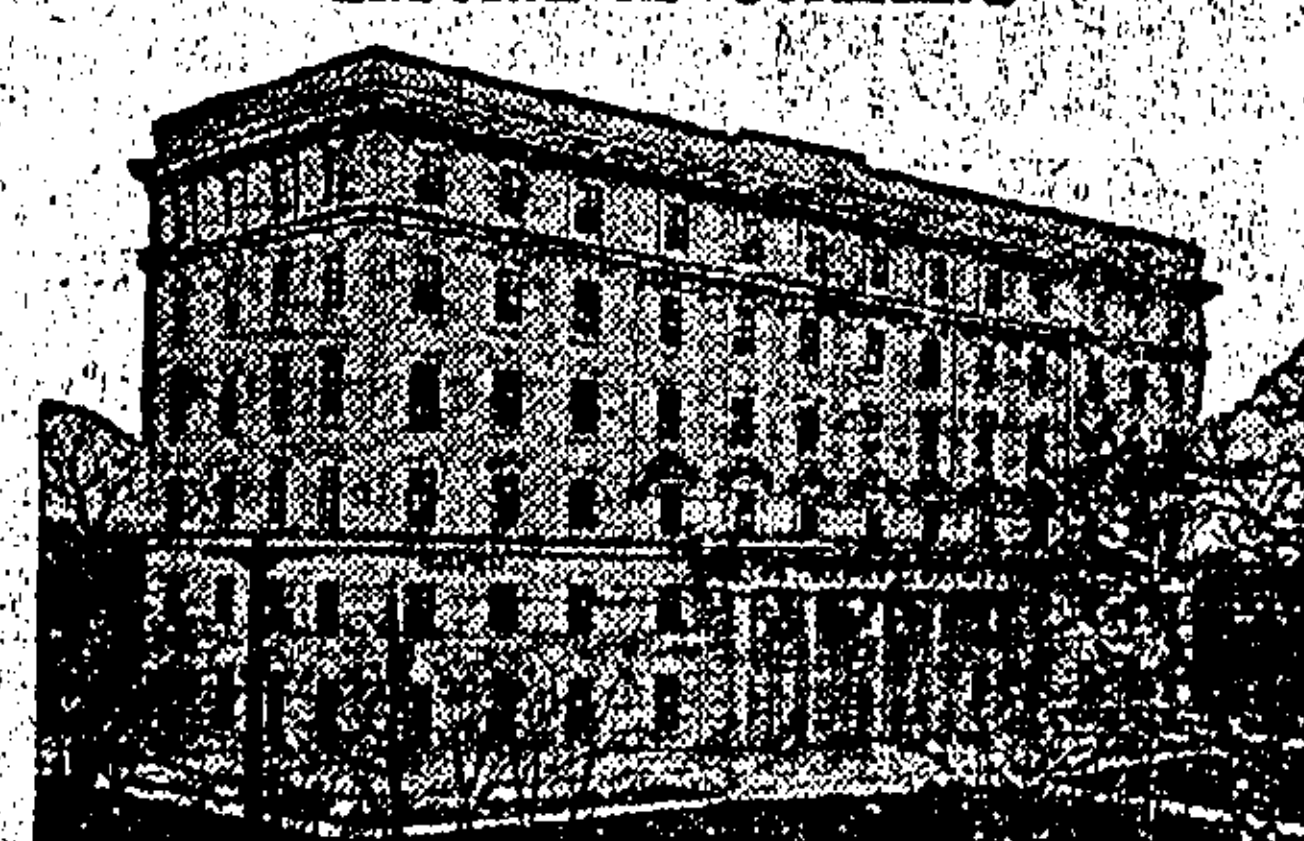
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CHINESE HOUSEHOLDER
FINED.

A Chinese named Li Nam, living at No. 10, Eastern Street, was charged before Mr. W. Schofield at Central Magistracy yesterday with diverting, consuming and using a quantity of current belonging to the Hong Kong Electric Company.

It would appear from the evidence given by Mr. S. Longfield and an electrician of the Company that the defendant was notified as far back as April that the wiring in his house was defective and that unless the defect was remedied within fourteen days, the meter would be disconnected. An inspection was made on May 5 when it was found that nothing had been done. Further inspections were made on July 4 and July 27 but nothing had been done to the wiring in the house. On July 29, therefore, the meter was removed.

As a result of certain information received, Mr. Longfield visited the house on September 14 when he saw nine electric globes in the house, none of which were lit. He went there again that night and noticed that seven of the lights were lit and were connected on the company's service wires. The next night Mr. Longfield again visited the house and saw that the lights were still in use.

Employed a Contractor.

On September 18 he visited the premises in the company of Sergt. Meadows and they questioned the defendant, who then stated that he had been to the Company on September 15 to apply for a meter. The defendant had also explained that he had employed an electrical contractor to whom he had paid \$15 to improve the wiring. Defendant had further stated that the contractor had apparently made the necessary adjustments because he had had lights in the house for the previous four or five days. After this explanation Mr. Longfield left the house after causing the wires to be cut off.

The defendant explained to the Court that he was away in the country and could not attend to the wiring in April and May. When he did return, he saw a contractor and also went to the Company to see about his meter.

It was explained by Mr. D. B. Evans, who appeared to prosecute on behalf of the Hong Kong Electric Company, that the Company was asking for an exemplary sentence as offences of this nature were very difficult to detect and it was quite possible that there were many people who were defrauding the company in this manner.

His Worship thought a fine of \$50 would meet the case. The defendant then explained that he had no money with which to pay a fine. After considering the matter, His Worship reduced the fine to \$30, of which \$20 was to be paid this morning and the rest within a week.

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. G. WOLFE, C.M.G., I.C.P.]

General Order.

All members will report for duty in accordance with present instructions.

Chinese Company.

Recruits.—All recruits will report at the Chinese Company's Headquarters, 17, Queen's Road Central, to-day, at 5.30 p.m., for instruction.

Indian Company.

Strength.—The following members have been taken on the strength of the Indian Company, as from October 5.—Constables R.265 Harbhajan Singh, R.268 Mohammed Afzal and R.267 Rakhmad Din.

Flying Squad.

All members will report at Central Police Station to-day, at 7 p.m. sharp.

Sharpshooters' Company.

Strength.—The following members have been taken on the strength of the Sharpshooters' Company, as from October 5.—Constables R.429 F. Brett, R.434 M. Greenberg, R.430 J. A. M. Elphinstone and R.409 L. Blumenthal. (Sgd.) D. L. KING, D.S.P. (R.).

SEDITION CHARGES. ARRESTS AT KUOMINTANG HEADQUARTERS.

INDIAN AGITATOR SENT TO PRISON.

A number of cases came for hearing before Mr. E. H. Williams at Central Magistracy yesterday as the result of a police campaign against printing, distribution and possession of seditious literature, which have been a feature of the recent local disturbances.

The proprietor of a printing shop, at 3, Queen's Street, and his wife, were charged with printing documents calculated to disturb the peace of the Colony. Thursday next was fixed for hearing of the case. Mr. G. S. Hugh Jones and Mr. D. B. Evans appearing for the two accused.

Kuomintang Branch.

A remand until Wednesday afternoon was granted in the case of two Chinese, charged with possession of seditious literature, on whose behalf Mr. F. C. E. Rendall appeared to defend.

Inspector John Murphy informed his Worship that the accused were arrested at 16, Bonham Strand, which was used as the local headquarters of the Kuomintang where official documents were received and transmitted.

A caution was registered in the case of a Chinese who was arrested on his arrival from Canton by the s.s. Taishan. Inspector Booker said that the man had one document which was not of a very dangerous nature. The officer added that the accused was illiterate and when handed the pamphlet in Canton he had been so foolish as to place it in his pocket.

Fine of \$500.

Chan Ming Yiu, of 125, Des Vaux Road, and another man named Leung Koo were charged with distributing seditious pamphlets, but the latter, failing to attend, had his bail of \$750 estreated. After hearing the other man's case he was fined \$500.

Mr. M. K. Lo, who appeared for both accused, said that when he had taken a statement from the absent man, he admitted the charge and was advised to plead guilty. However, the man had failed to keep his promise that he would attend Court.

Continuing the case against Chan Ming Yiu Detective Sergeant Fitcher said that both the accused were seen to distribute the pamphlets in Des Vaux Road Central, near Jubilee Street. When a detective asked the absent defendant what the documents were, he was told that they were "for the love of China; to help China." When this man had been arrested, the accused in Court ran upstairs and was arrested subsequently on a warrant.

The accused's case was that he had merely spoken to the detective when the first man was being arrested and he was recognised on that account. Addressing his Worship on the man's behalf, Mr. Lo submitted that the Chinese were taking advantage of the opportunity to have a little political propaganda between the Canton and Central Governments. The documents produced were directed more against the Kuomintang than against the Japanese.

Six Months for Indian.

Before Mr. J. A. Fraser at the Kowloon Magistracy, an Indian named Basara Singh was charged with possession of inflammatory literature and with arriving in the Colony without a passport.

It was stated that the accused was arrested on Saturday evening on the s.s. Kwong Tung. A number of pamphlets discovered on his person were found to be of an inflammatory nature, issued by a League of Indians in China, who had their headquarters in Shanghai. The sentence complained of by the Police was, "Boycott all British goods."

Accused said he did not know the pamphlets were of an inflammatory nature. He thought they dealt only with affairs in India.

Inspector Elston informed the Court that correspondence found on defendant showed he had been sent to collect funds in different parts of China.

Questioned by his Worship, accused said he had come from America, where he had been staying a few years. When he arrived in Shanghai he was given the pamphlets by the hands of the Indian organisation. When arrested, he was on his way to Canton to obtain work. With regard to the charge of arriving in the Colony, defendant said he had a Chinese passport issued in Shanghai by the Police.

Sentence of six months' hard labour was passed and an order made for his expulsion from the Colony.

FRUIT-GROWING IN HONG KONG.

(Continued from Page 6.)

The Papaya or Papaw.

Papayas are grown in South China but the quality of fruit grown cannot be compared with those produced in the Philippine or Hawaiian islands. The largest fruits I have seen and eaten were in Java but the best flavoured in the Philippines. In the Tropics, papaya seedlings will bear fruit 8 months after sowing the seed but in South China perhaps would take two years. A good papaya, with lime juice squeezed over the cut surface and a sprinkle of sugar, is a delicious fruit and, moreover, one that is very good for the body. Papayas contain a protein digesting enzyme called papain, which is extracted on a large scale in Ceylon and shipped to the United States where it is incorporated in chewing-gum. Pap, papaya and don't chew gum should be everyone's motto.

The trees are dioecious, i.e., one tree bears female flowers only and another male flowers with perhaps a female flower at the tip of the inflorescence. Anyone growing these trees should have one male tree to every 10 or 20 female trees and not allow the other worthless males to survive.

The Persimmon.

There is no need to say much about this fruit for it is familiar to everyone in Hong Kong. It is, I believe, of Chinese and Japanese origin and certainly is grown extensively in this part of the world. Unlike the majority of tropical fruits the persimmon is usually chemically treated before being eaten. The ancient and modern Chinese methods of ripening this fruit have been extensively studied at Lingnan University, Canton, and anyone interested in the subject could not do better than write to Canton for information.

The tree, which grows to about 30 feet but is usually much smaller, can be propagated by root suckers; it requires a loose soil rich in humus and well supplied with water. This tree is grown with success by a number of residents in the New Territories.

The Mangosteen.

Penang is famous for three fruits—the durian, the rambutan and the mangosteen. Durians grow elsewhere equally well but perhaps in no place in the Malay Archipelago do mangosteens attain such perfection as in Penang. This fruit is imported into Hong Kong but its flavour, partaking of that of the grape and the strawberry, is nearly lost when it arrives here. The fruit has a thick reddish purple rind, rich in tannic acid, and a dye employed by the natives and which incidentally stains linen permanently. The delicate white juicy pulp surrounding the seed melts in the mouth like strawberry ice-cream.

But why should I eulogise this fruit when there is no chance of it growing here in Hong Kong? The tree is extremely slow in growth and must have an equable, hot and humid climate for fruit to be produced. Two species of wild *Garcinia* grow abundantly in the Hong Kong woods and produce prolific crops of fruits which look like mangosteens, though a little smaller, but are I think inedible. The water colour pigment gamboge is made from the dried sap of more than one species of *Garcinia*.

The Avocado-Pear.

Of the avocado-pear I know little but should like to say much. Its culture on a large scale should certainly be tried here in Hong Kong. At a certain fruit-experimental station in the Philippines I recently purchased four large magnificent and as yet unripe avocado or alligator-pears intending to bring back the fruits to Hong Kong and to save the seeds to be planted. One of the fruits ripened in the Philippines, two ripped and went back on board ship and only one survived the return journey. This fruit was shared between representatives of the Navy, Army and University and eaten with olive oil and vinegar one evening. The Navy was not impressed. The Army approved wholeheartedly and the University gave a qualified approval. The avocado-pear, like the durian, papaya and other tropical fruits, is an acquired taste but one that can be acquired very quickly.

At least one of my friends is growing young trees of this fruit in the New Territories and other people with gardens might well follow his example. Seedling trees grafted with buds taken from healthy, good fruiting trees can be obtained from at least one fruit experimental garden in the Philippines. The tree grows to about 30 feet.

The Langsat.

The fruit, called in the Philippines *Lanzone*, grows to perfection on the lower steep slopes of the jungle-covered mountains near the village of Paete by the great lake Laguna in Luzon. With two Filipinos as companions, I made a pilgrimage to this old Spanish and now entirely native town at the beginning of the Lanzone season at the end of August. The whole town was in holiday mood and wherever we went, and the senior of my companions seemed to be known by all, we were greeted with offerings of Lanzones; I must in the two days have eaten a few hundred. That night we slept in a native house by the stream highest up the mountain side. One of the most picturesque localities I have ever seen and such interesting people; the mother of the family—there were a mere eleven children—was somewhat shy of a strange white man but most friendly.

The fruits are borne in clusters on the old wood of the tree; each fruit is about 4 inch in diameter and with a tough skin white, or white and brown in colour. It is the aril, as in the lichee, surrounding the single seed, that is so delicious.

Early in September, before leaving the province of Laguna, I purchased 500 of these fruits intending to give some of my friends in Hong Kong a treat. Unfortunately tropical fruits do not keep long in the tropics and in consequence I have a terrible confession to make. On the s.s. President Cleveland, whilst others were indulging in a post-prandial snooze, I was busy guzzling lanzones. Twice a day did I examine my 500 fruits; those that were bad went out of the port-hole, those that looked as if they would go bad were eaten.

Fortunately I had a cabin to myself for the floor was covered with pots and packages of orchids, flowering shrubs and other plants not to speak of more lasting Philippine treasures and of course the smell of lanzones and avocado-pears pervaded the atmosphere. Less than 100 fruits were eatable when I arrived in Hong Kong and these were consumed by my friends as I did not seem to want any. The seeds were carefully kept and sown so perhaps some-day in South China there will be a rival to the lichee.

The Jack Fruit.

Of the Jack-fruit and its relative the bread-fruit there is no need to say much. The fruits of both grow to a very large size but neither are eaten much by Europeans. I remember an episode that took place on the bank of one of the Singapore reservoirs. My friend and I discovered a wild jack-fruit tree and saw in its shade a number of fallen fruits. Some of these were eaten, others too rotten to throw but with the rest we had a long battle which lasted until we were tired out. The jack fruit contains in its cells very sharp crystals called rapheides and soon our hands, and arms, and even faces, were tingling as if we had been rubbed with hairy caterpillars.

There is a small *Artocarpus*, *A. gomeiensis* which grows in Malaya and which is excellent to eat. Like a large plum and purple coloured, it has an acid and refreshing taste. A close relative *A. hypargyrea* grows wild in Hong Kong; the tree can easily be recognised by the fact that the outer bark peels, leaving an inner rust-red bark. A well grown mature fruit is larger than an apricot, of a similar colour and regular in shape. On a hot summer's afternoon (the fruits ripen in late August) I have found them very refreshing, but most of my friends think them too acid. Certain species of *Artocarpus* might be cultivated in Hong Kong though more from interest than for profit.

The Banana.

In the tropics it is possible to eat a different banana on successive days for a fortnight; there must be scores of varieties in the Philippines alone. I have always been surprised that so little enterprise has been shown in South China in regard to the growing of different kinds of this fruit; perhaps I am wrong in this but the produce of the local markets seems to support my contention.

Several different species of *Eugenia* grow wild in this Colony; the trees like wet places and grow well on stream banks and near native villages. The fruits of some species are as large as small apples, pink or red in colour, but watery and with a somewhat insipid flavour. They have attractive flowers with scores of white or red stamens, which may often be seen adorning the ground near the Peak Road or the New Territory villages. Scarcely worth growing for the fruit they bear but perhaps for interest, a few trees might well be planted near a stream if one flows near your garden. There are two or three species in the *Rosa* *Garcinia* which fruit well.

(Continued on next Column.)

HONG KONG STOCK MARKET.

YESTERDAY'S TRANSACTIONS.

There was a further slight decline in rates yesterday morning, at which level buyers were in the market.

Banks changed hands at \$1,700. Bank of East Asia were in demand at \$134.

Cantons were on offer at \$1,500 as were also Underwriters at \$62 and Hong Kong Fire at \$1,485.

Bonguets could have been obtained at \$13 ex dividend.

Wharves were wanted at \$151.

Providents (old) were on offer at \$54, but the new shares were in demand at \$24.

Hotels (old), after sales at \$144, had further sellers at this rate.

Lands were the medium of sales at \$31.

Realities were on offer at \$144. Easos changed hands at \$14.75.

Zonging Slings were wanted at \$134.

Stars were put through at \$21.

Star Ferries were in the market at \$93.

Electricity could have been obtained at \$73.

Cements (combined) were in request at \$18.

Hong Kong Bopes, which were dealt in at \$18, closed with buyers at \$174.

Dairy Farms were offering at \$31.

Watsons were wanted at \$164.

Constructions (old) were on offer at \$5, but at the close buyers were bidding \$44. The new shares could have been obtained at \$1.80.

G.S. Bonds changed hands at \$70 per cent.

AFTERNOON SESSION.

There was hardly any change to report from the morning session, further transactions having been put through on the basis of quotations.

Banks changed hands at \$1,700. Hong Kong Fire were on offer at \$1,485.

Providents (new) were in demand at \$2.55.

Hotels (old) were done at \$14 and \$144, and there were further sellers at the close at the latter rate.

Lands could have been obtained at \$31.

Realities were on offer at \$134.

Shanghai Cottons were sold to the North at \$1.93.

Star Ferries were put through at \$93.

China Lights were in request at \$274 but sellers were asking \$274.

Hong Kong Electrics were dealt in at \$77.

Telephones (part paid) could have been obtained at \$29.

Cements (combined) were done at \$184.

Ropes were put through at \$174.

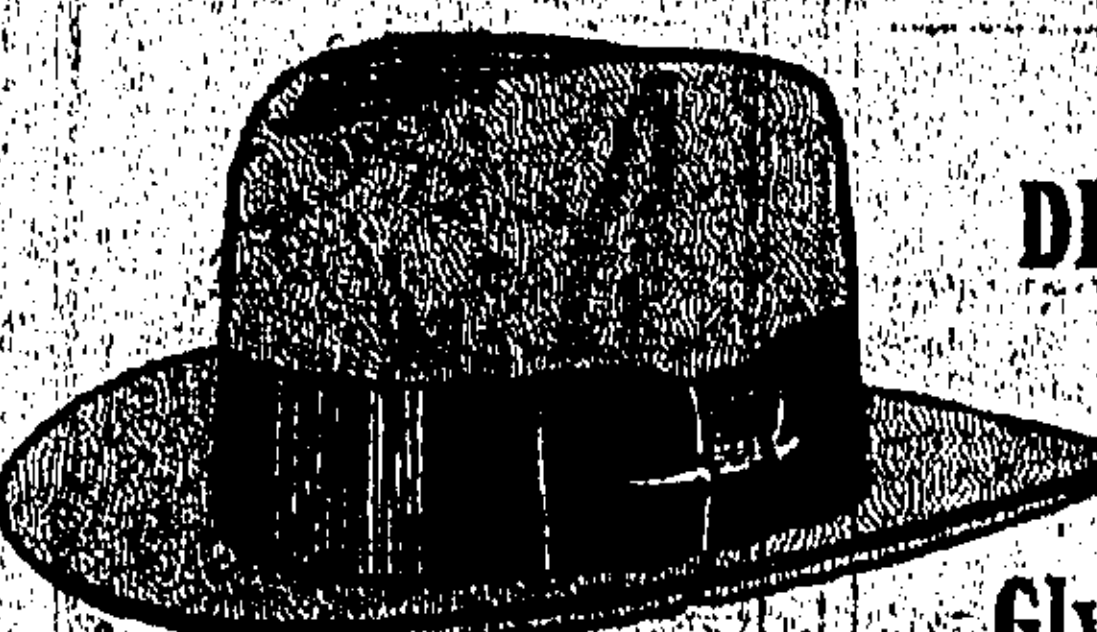
Lane, Crawfords (old), after being done at \$5.60, closed in demand at \$3.10.

There are several other fruits of which I might talk but I have said enough. There is the guava, which makes such excellent jelly and whose wood makes such good fire wood. Both eugenia, the guava, and our familiar *Rhodomyrtus* belong to the *Myrtaceae* and the fruits have much in common. There is the *Carambola* (closely related to *Oxalis*) which is so popular with the Chinese and which can be grown so easily in South China. Of the passion fruits, *Passiflora edulis* can easily be grown in Hong Kong and is so by a few residents but the granddaddy, *Passiflora quadrangularis*, I have only seen in a few gardens whereas it might be grown everywhere. The pomegranate, is very well-known but grown rarely except for ornamental purposes, the bright red flowers being very attractive.

Of the Oranges, *Citrus* species, one must either say a book or nothing and I choose the latter. Neither the Rambutan nor the Puleas, species of *Nephelium*, nor the *Chiku*, *Achras Zapota*, that most delicious Malayan fruit with a pear-like flavour, are likely to be capable of successful cultivation in South China.

In conclusion may I say a word on behalf of the fig. This fruit can be grown most successfully in Hong Kong but few attempt its culture. Why it is not grown on a large scale I have never discovered and as there are 28 species of wild fig in the Colony, there should be no shortage of that species of wasp necessary for the successful fertilisation of the flowers.

May I appeal to all who possess gardens in Hong Kong and the New Territories to attempt to grow more varieties of fruit trees. Not only will they have the pleasure and interest of trying something new but also the consumption of the fruits that they succeed in growing will improve their health and therefore their temper, and will in consequence make the Colony a better place for man to dwell in.



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is achieved by insisting that only fur of the finest quality is used, correct contour and expert workmanship.

In the NEW SEASONS HATS this distinction is fully emphasized both in the smart dressy hat with the bound edge or with the snap brim, which is very popular just now. Both styles now showing from \$19.50 (Less 10% Discount for Cash) and your inspection is invited.

Sole Agents:

Wm. POWELL, Ltd.

Specialists in Gentlemen's Wear.

10, Ice House Street.



A New Standard of Realism

New Queen's Hall Orchestra.

9806—MADAME BUTTERFLY—SELECTION
9808—MIGNON
9340-1—PETITE SUITE DE CONCERT
9869-70—SUMMER DAYS—SUITE
9441—PAGLIACCI—SELECTION
9307—LA BOHEME—

The Anderson Music Co., Ltd.

A BATSMAN'S DREAM

COME TRUE

4, 4, 3, 2, 4, 4, and still more fours, scoring those precious hits with a consistency that absolutely demoralises the opposition attack.

Don Bradman, the batting sensation of this decade, scored 834 in a single Test Match innings, to finished up with a record aggregate of 974 runs!

Your dream may come true with one of our Bradman 'WORLD RECORD' Test bats in your hand.

The comforting knowledge that you have a really true blade wherewith to get your runs will help tremendously in your silent battle against the trundler.

LANE, CRAWFORD, LTD.

(SPORTS DEPT.)

NEW ADVERTISEMENTS

TENNIS BALLS.

THE HONG KONG CRICKET CLUB have a supply of Onco Slazenger's Spalding and Dunlop Tennis Balls at \$4.00 per dozen \$1.07 per tin of Four. Same may be obtained on application at the Cricket Club with Cash.

By Order,

E. J. R. MITCHELL,
Hon. Secretary.

[1298]

CHINESE CUSTOMS NOTIFICATION.

THE Office and Stations of the CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to PUBLIC BUSINESS on the 10th OCTOBER, 1931, being CUSTOMS HOLIDAY.

J. W. STEPHENSON,
Commissioner of Chinese Customs,
Kowloon and District.

Peak Building,
Hong Kong, 5th Oct., 1931. [1294]

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE.

LATE CAR SERVICE.

THE Public are notified that LATE CARS are available immediately on demand Every Morning between the hours of 12.15 a.m. and 3.00 a.m. unless a Notice to the contrary is advertised during the preceding day. Fare 50 cents per passenger with a minimum charge of \$2.00 per car.

JOHN D. HUMPHREYS & SON,
General Managers. [1247]

THE HONG KONG & CANTON ICE MANUFACTURING COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TENTH ORDINARY EARLY MEETING of the SHAREHOLDERS in the Company will be held at the Office of the GENERAL MANAGERS, 3, Lower Market Street, Hong Kong, on FRIDAY, the 9th OCTOBER, at 10.45 a.m., for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend and re-appointing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 2nd SEPTEMBER to the 9th OCTOBER, 1931, Both Days inclusive. By Order of the Board of Directors,
J. D. THOMSON,
Acting Secretary.
Hong Kong, 19th Sept. 1931. [1911]

THE HONG KONG JOCKEY CLUB.

THE NINTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 10th OCTOBER, 1931, commencing at 2 p.m. The First Race will be Run at 1.30 p.m.

MEMBERS' ENCLOSURE.

Members are notified that they and their Ladies must wear their Badges prominently displayed. No one without a Badge will be admitted to the Members' Enclosure. Badges admitting Non-Members to the Members' Enclosure and Club Rooms \$4.00 for Gentlemen and \$3.00 for Ladies (Both including Tea) obtainable through the SECRETARY upon introduction by a Member. No Member to be responsible for payment of All Chits, etc. Badges admitting to Members' Enclosure will not be on sale at the Race Course. Members can obtain upon Application the SECRETARY's Badges (limited ONE) for the Free Admission to the Members' Enclosure of Wives, Lady Natives and Friends. Names must be used when applying. On No Protest will Children be admitted in either Enclosure during a Meeting. Times are obtainable at the Club Office provided they are ordered from No. 1 Bay before 6 p.m. on the 1st OCTOBER. Telephone No. 21920.

PUBLIC ENCLOSURE.

The Price of Admission to the Public Enclosure is \$2.00, including Tax, for Persons, including Ladies, and is valid at the Club Office. Gentlemen and Ladies in Uniform are admitted Half Price. Bookmakers, The Men, etc., are not permitted to operate with the Public in the Race Meeting. Times will be obtainable at the Restaurant in the Public Enclosure. By Order,
C. B. BROWN,
Secretary.
Hong Kong, 5th Oct., 1931. [1290]



ELIZABETH ARDEN.

Messrs. A. S. WATSON & CO., LTD.

Beg to announce

the arrival of Mrs. Ann Tripler, travelling representative of the famous ARDEN BEAUTY SALON, who will be in attendance daily at their new premises in the Peninsula Hotel from October 5th. to October 9th, where she will be pleased to give FREE advice and demonstrations of the latest methods in correct care and treatment of the skin.

All ladies are cordially invited, so don't miss this excellent opportunity.

A. S. WATSON & CO., LTD.

Established 1841.

NOTICE.

NOTICE IS HEREBY GIVEN that Messrs. W. MOEWAN & CO., LTD. and Messrs. W. YOUNGER & CO., LTD., having amalgamated their Naval, Military and Export Business under the Style of Messrs. MOEWAN & YOUNGER, LIMITED, have appointed Messrs. DOWELL & Co., Ltd. and Messrs. JARDINE, MATHEWSON & Co., Ltd. Joint Agents for Hong Kong and South China as from 1st OCTOBER, 1931.

MOEWAN YOUNGER, LIMITED,
BIRMINGHAM.

THE CHINA LIGHT & POWER CO. (1918), LTD.

LOST

APPLICATIONS for the Issue of Duplicate Certificates, or other Certificates in lieu thereof, have been received by this Company from

Mrs. CHAN MOK SZE, of Hong Kong, in respect of Certificate No. 11787, covering Six Shares Numbered 36187/66187, and CHUN OHU TUNG, of Shanghai, in respect of Certificate No. 11893, covering Sixty Shares Numbered 376367/376426,

upon statements that the respective Original Certificates have been Lost or Misplaced.

NOTICE IS HEREBY GIVEN that if within THIRTY DAYS from the Date hereof No Claims or Representations in respect of such Original Certificates have been received by the Company, this Company will then proceed to deal with the Applications.

For THE CHINA LIGHT & POWER CO. (1918), LTD., SHEWAN, TOMES & Co. General Managers.
Hong Kong, 23rd Sept., 1931. [1226]

CREDIT FONCIER D'EXTREME-ORIENT,
MORTGAGE BANK AND ESTATE AGENTS.

"PEAK MANSIONS"
Six-roomed & Five-roomed Apartments
PRINCE EDWARD ROAD, KOWLOON.

Detached and Semi-detached Villas
Modern Construction with Garage.

"CAMBAY BUILDINGS"
Flat with Modern Conveniences.

See

The HILLMAN

WIZARD

FIRST!

Before laying out good money, these days, it's as well to see what you are buying.

Don't buy a car without seeing the

HILLMAN

WIZARD

AT THE

DURO GARAGE

in Nathan Road, Kowloon.

GILMAN & Co., Ltd., Agents.
(A.P.R. 6)

BIRTH.

MACKIE—At Victoria Hospital, on October 5, to Dr. and Mrs. MACKIE, a son. [60]

Editorial and Business Offices: 11, Ice House Street. Tel. 30231.
Night Editor (Wanchai Office): Tel. 24011.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, October 6, 1931.

NATIONAL AND PARTY ISSUES.

The general election issue continues to dominate British politics. The average citizen sincerely hopes that the leaders of the National Government will be able to find a policy acceptable to all parties, and that questions of vital importance to Britain's future will not be put to the rough and tumble ordeal of the poles. An election would, incidentally, cost about two million pounds, and if only the delicate susceptibilities of the Liberal Party on the tariff issue can be settled, the present Government is very well suited to carry the country through the crisis period. The Cabinet is a strong one and has a comfortable majority in the House of Commons.

Looked at from the party point of view it is easy to see why the more optimistic Conservatives would like an election without delay. They can go to the country on the issue of economy, and they have the testimony of Mr. RAMSAY MACDONALD and Mr. PHILIP SNOWDEN to the necessity for reducing debt payments, and for making drastic cuts all round in national expenditure. A free hand to impose tariffs for the protection of British industry and agriculture will be asked, and the nation will be solemnly warned that the Labour programme will send the pound sterling the way of the post-war mark and franc. The average Briton is a capitalist. He is interested in an assurance company, a friendly society of the post-office savings bank. He has no wish to see his savings dwindle to the value of a postage stamp. Intensive propaganda in the Press and on political platforms has been used to explain the situation and what will be the consequences of further extravagance and reliance is placed on the good sense of the voter. The Conservatives further contend that they will never be able to count on their colleagues; that there will be perpetual disagreements and crises, and, now as the time to give a mandate from the country.

All of this sounds conclusive, but an election is as unaccountable as a horse race. Small and irrelevant issues may turn the scale, and there is no disguising the fact that a decisive Labour victory at this time might be a very serious matter. Quite apart from the legislation that might be expected, credit would be badly shaken.

The difficulty, of Liberals from the purely party aspect, is that they are being asked to sink their identity and enter the Conservative camp. The only issue of any consequence between Liberals and Conservatives is that of tariffs. Once a Liberal waver in his loyalty to Free Trade he becomes, for practical purposes, a Conservative. Sir JOHN SIMON has virtually gone over with his thirty-five followers, and Mr. WALTER RUNCIMAN, a shipping magnate, and a veteran of the late Lord Oxborough's administration, also agrees to compromise on tariffs. It would appear that a decision to sink the party issue had been made, and only Mr. LORD GEORGE's peremptory orders from his sick-bed prevented final ratification. Mr. LORD GEORGE is against both tariffs and an election. He seeks, in fact, to impose a Liberal policy upon a Government overwhelmingly Conservative. That is clever party tactics, for he sees that it makes an election inevitable and he can throw the odium of that decision on his political opponents. A general election would probably see a return of parties, again giving the Liberals the present balance of power between their rivals. Mr. LORD GEORGE could, therefore, continue to dictate his terms to either a Labour or Conservative Government. He risks the extinction of the Liberal Party by an exasperated nation that is tired of Lloyd Georgean manoeuvring, and he takes the chance of the return with a clear majority of Labour Government, pledged to an extremist policy. He does not see, like Mr. WALTER RUNCIMAN, that "party interests must be subordinated to national interests." No one can take Mr. LORD GEORGE's devotion to Free Trade very seriously, for the McKenna duties were in full operation during his own term of premiership. It is to be hoped that while the sick man of Churt makes his recovery, his colleagues will continue in support of the National Government and that all suggestions for weakening the economic storm will be discussed on their merits, and not in relation to party and sectional interests.

CRIME IN AMERICA.

In its fourteenth and final report, the U.S. National Commission on Law Observation and Enforcement, explodes that old fallacy that America's disgracefully high crime rate is due to the foreign born. The immigrant, whatever may be said of his children, is shown by comprehensive statistics to be more law-abiding, if anything, than the native-born white. The question of whether the second generation is responsible for a disproportionate share of crime, as has often been alleged, is left undecided, and the commission recommends further study of the subject.

Thus, as Dean EDWIN ABBOTT, who supervised the research work declares, it is only prejudice which makes a direct association between immigration and crime. "It is easier," he points out, "to charge our crime record against immigrants than against an inefficient and corrupt system of police and an outworn system of criminal justice." These words, which sum up the last issue of the commission's monumental series of reports, also bring back the lesson conveyed in many of the earlier studies. The commission has exposed the dark places in America's temple of justice. When President HOOVER appointed the commission, as almost his first official act, he forecast that it would reveal conditions in crying need of reform. The facts are now all in, and there can be no question of the correctness of the earlier assumption. If the American

nation is really intent on getting control of crime—a problem which many sober citizens believe is one of the most pressing before the country to-day—it must take the next step in carrying the commission's elaborate series of specific recommendations into effect.

There is time for a brief recapitulation of what the fourteen volumes of the study, extending over two years, and running, all told, to more than 1,500,000 words have revealed. As to prohibition, its two reports are too familiar to need review. But on the more general subject of crime, the commission has issued a series of authoritative studies, in many cases breaking new ground, and in the aggregate opening a new era in the approach to the whole problem.

The commission showed the absence of adequate crime statistics at the very start, and then proceeded to gather what figures it could by its own agents to show the staggering economic loss which crime now imposes on the country. In a series of striking studies dealing with the procedure of criminal trials, the commission emphasized that it is not alone archaic technicalities which thwart justice in the courts, but too often political-ridden prosecutors, and frequently even judges. It described crime as a breeding place of crime, and proposed a system of parole as a cheaper and more effective substitute. It delivered a devastating attack on the "third degree," described as prevalent over America; urged amelioration of the harsh deportation laws, and extenuated the immigrant from responsibility for the growth of lawlessness. It urged the Federal Government to turn the juvenile offender over to the states. And these were only part of its proposals ranging from such far subjects as more radio-equipped automobiles for police to fundamental changes in court procedure.

The commission has made its report; responsibility for the next step now rests with Mr. HOOVER and with Congress. There is no question that the President, at any time, intends to see the recommendations carried into effect.

★ News and Views ★

Tale of the Day.

"Is this really the train for Darkling?"
Porter: "Well, mum, the board of directors, the stationmaster, the signman, the guard, the driver and myself think so. I can't say no fairer than that, can I?"

The Bystander of Hong Kong.

Chopsticks is quickly entreaching itself as "The Bystander of Hong Kong." The printing and paper, the excellent illustrations and the local notes, in their easy and informal style, put the reader in a good humour at the outset. An article comparing modern Hong Kong with the Colony of those good old days before the war is always attractive, and "Old Hand," is both amusing and sensible. He points out quite firmly that there is far less drinking to-day and the physical wreck who has to be shipped home has practically vanished. He sees no sign of modern "degeneration." Stoker Slies continues his shrewd rumination, there is another instalment about the Foreign Legion and the rest of the "serials" are well up to standard. There is an interesting appreciation of Mrs. B. M. Dyer's garden at Aberdeen, and Globe Trotter's account of Manila, Macassar and other parts of the Dutch Islands will waken a regretful envy of the author's experience in Joseph Conrad's country. There are many other interesting features which we can safely leave patrons of Chopsticks to find for themselves.

Remarkable Movie Camera.

A demonstration of a motion picture camera, which can take ten times as many exposures per second as the machines now in use, has been given before a scientific body. From 2000 to 3200 views per second can be recorded by this machine, the invention of Dr. A. Magnan and M. Huguenard. By means of it one can see exactly how a fly works its wings when flapping them ninety times to the second. This opens up new possibilities to biologists, and also to aviators, who may learn much from such films depicting the flight of insects and small birds. The inventors expect to perfect their machine to a point where it will record 10,000 exposures per second.

Corsican Comedy.

There is an amusing story of a bandit who had perpetrated a crime, and to arrest him the officers descended on him in the guise of tourists—clad in plus-fours, gay pull-overs, &c. The ruse succeeded and the arrest was made.

But the bandit chief was seriously annoyed. This was gross interference with his privacy, and so, after consultation with his fellow outlaws, he informed the police that in future all tourists would be shot on sight.

The prompt result was the capitulation of the police, who promised not to offend again. The tourist traffic is important to Corsica.

Telephoning in the Dark.

Telephoning in the dark was a simple matter before the automatic telephone was introduced. But nowadays, when one must select one's own number with the aid of a dial, this has become quite a problem. And thus an enterprising Berlin company met a need when it developed a disc with self-luminant figures, which can be fixed over the ordinary disc. Shadowy telephone booths no longer puzzle one and it is possible to telephone after dark without switching on the light.

Official Bootlegging.

An ingenious American has propounded the theory that the United States Government is a bootlegger. The way he arrives at this starts from the fact that the Government has made loans to Californian grape-growers.

It is no secret that many an honest American citizen buys Californian wine-grapes, mixes them with sugar and water in a bath, pounds them up, and allows Nature to take her course.

It is an ingenious theory, but should be hard to prove in a court of law.

★ Local Notes and Events ★

The P. & O. s.s. Karmala, from Hong Kong, arrived in London on October 4 at 11 a.m.

One case of typhoid and one of puerperal fever were reported on Sunday.

The Hon. Treasurer of the St. John Ambulance Brigade begs to acknowledge with grateful thanks the receipt of the following donations which are by request allocated to work in the New Territory:—Mr. Tang Shiu Kin, \$100; Dr. K. K. Wong, \$25; Mr. Tang Pak Kau, \$20.

H.M.S. Kent, Captain J. H. Godfrey, which was recommissioned at Chatham in June, will resume her duty as flagship to Vice-Admiral Sir William A. Howard-Kelly, R.O.B., C.M.G., M.V.O., in place of the Suffolk, in which ship the Admiral's flag is now flying.

The hearing of charges of larceny of \$7,000 and \$3,000 against Guillermo A. Guimaraes has been fixed for Thursday afternoon before Mr. Williams at the Central Police Court. Mr. E. J. Somerset-Fitzroy (Public Prosecutor) will be appearing for the Crown, while defendant is being represented by Mr. J. M. Remedios.

On Saturday morning the Fire Brigade was called to Po Kung Village where they found a but covered by a vegetable garden and a small house. Two fire-engines from Mongkok and one from Kowloon, in charge of Assistant Station Officer Cash, extinguished the blaze. The damage, estimated at about \$150, was not covered by insurance.

The following forthcoming marriages are announced:—Mr. Arthur Robert Brown, residing at 4, Torres Buildings, Kowloon, to Miss Doris Koye, who is travelling to Hong Kong on board the s.s. Rajputana. Mr. Leslie Woodward Tipler, residing at 1, Cornwall Street, Kowloon, to Miss Dorothy Irene Avenell, of 3, Somerset Road, Kowloon.

A fine of \$1,000 or six months' hard labour was imposed by Mr. Fraser on a Chinese who was charged at Kowloon Magistrate's Court yesterday with unlawful possession of 49 tins of non-Government opium. Another Chinese was fined \$2,000 or nine months' hard labour for the unlawful possession of 78 tins of the drug, also non-Government.

A woman passenger in a Kowloon motorbus on Sunday afternoon gave birth to a child as the vehicle was passing the Mongkok Police Station. She was taken to the Kwong Wah Hospital, where both mother and child are reported to be doing well.

A flotilla leader and eight destroyers, to be known as the New Eight, Destroyer Flotilla, are to proceed to the China Station to replace the Eighth Destroyer Flotilla. The new flotilla will consist entirely of the "W" class and will sail from Home for Hong Kong about November 6. The destroyers, now serving on the China Station are of the earlier Admiralty "S" class. They will return to their respective Home ports to pay off.

A woman named Lam Shun faced the serious charge of being in possession of two loaded revolvers in Mr. Schofield's Court yesterday when the police stated that the arms, with 10 additional rounds of ammunition, were discovered in an unlocked drawer occupied by the woman and her husband at 338, Queen's Road West. The husband was not on the premises when the police raided it but an attempt will be made to trace him. The woman was remanded for 48 hours in police custody.

When a Chinese was charged before Mr. E. H. Williams at Central Magistracy yesterday with snatching a bag from a lady in Gilman Street on Saturday night, it was stated that after he had committed the crime, the man was caught by some pedestrians who gave him a sound thrashing before handing him over to the police. Inspector Barnett told the Court that the handbag had not yet been recovered and remarked that he suspected that there were more than the defendant involved in the affair. Sentence of one year's hard labour was passed.

ernment Civil Hospital, but this occupies quite a different position from the institutions referred to, and few Chinese avail themselves of it unless in cases of accident, when they are taken there by the police. In connection with this subject, we may also mention that the scheme originated by the Union Debating Society for the establishment of a hospital for diseases of the eye is being proceeded with, and subscriptions amounting to \$2,000 have been promised. (Hong Kong Daily Press, October 5, 1931.)

From the Files.

Looking Back 25 Years.

The Hong Kong Cricket Club's opening match of the season will be played to-day between teams representing First XI. v. "All Comers" play commencing at 2 p.m. sharp.

The First XI is composed of Hon. Mr. T. S. Searcove Smith (Capt.), Major S. H. Pedley, R.W.K., Capt. C. Druce, R.W.K., Mr. Harry Humeock, Mr. Wm. Dixon, Mr. W. A. Powell, Mr. A. MacKenzie, Mr. A. B. Ponsonby, Mr. Walker, Daniel, Mr. E. A. Fowler and Mr. W. Peake. The list of "All Comers" named is as follows:—Hon. Mr. J. M. Ackison (Capt.), Mr. A. O. Lang, Mr. F. Bevington, Mr. J. H. Chalmers, Mr. P. Jacks, Mr. W. V. G. Ross, Lt. M. W. Graham, R.W.K., Lt. J. U. Hope, R.A., Mr. W. J. Daniel, Mr. T. O. Gray, Mr. H. M. Kendall, Mr. R. Brattie, Mr. J. Hall, Lt. R. M. Hanking, R.A.M.O., Comdr. H. W. Collom, R.N., Mr. C. B. Franklin, Mr. E. B. Reed, Mr. J. H. Gardiner, Mr. C. S. N. Williams, Mr. A. N. Clothier, Mr. S. O. Vickers, Mr. J. Hooper and Mr. E. Pestonji. (Hong Kong Daily Press, October 6, 1906.)

Looking Back 50 Years.

A dispensary for Chinese has been opened in the London Mission Chapel, Tsimshatsui. Dr. Young has kindly consented to give his services free to superintend the institution, which is already doing a great amount of good. A provisional committee has been formed, and it is hoped the dispensary may before long develop into a native hospital. A portion of the money necessary to bring this about is already in hand, and if an appeal for the remainder be made to the community of Hong Kong, we are sure it will be liberally responded to. The natives in the Colony are in a worse position in reference to foreign medical assistance than at almost any of the "Treaty Ports," where the mission hospitals and dispensaries exercise so beneficent an influence not only in the immediate relief of suffering, but also in promoting a knowledge of Western medicine and engendering faith in the system, and a lasting possible wider application. In Hong Kong it is true, there is the Gov. (Continued on previous column.)

PARTY BEFORE COUNTRY AT GENERAL ELECTION?

PREMIER TO CONTEST SEAHAM DIVISION.

"NATIONAL LIBERAL" PARTY FORMED.

LONDON, October 5.

The first decision taken by Mr. Ramsay MacDonald in the week was to visit Mr. Lloyd George, who is conducting his country estate, Churt, in Surrey. Premier accordingly proceeded by road after breakfast. Explanation given of his visit is that, having seen representatives of all parties in an endeavour to secure a National appeal on the broadest possible basis, he had still to leader of the Liberal Parliamentary Party.

TARIFFS STILL STUMBLING BLOCK.

(THROUGH REUTER'S AGENCY.)

LONDON, Oct. 5. The most momentous week in the history of the present crisis opened with the return of Mr. Ramsay MacDonald last night, after a week-end in the country.

The stake at issue is the very existence of the historic Liberal Party, which is being compelled by force of events to take an early decision, which will probably mean a split or even disruption with the Government. The majority of the Party (possibly 35 from the 58 Members of Parliament) will follow Sir John Simon, calling themselves "National Liberals" and contesting the election on behalf of the National Government. The new organisation is being formed as soon as possible, while the chief organiser has already been appointed.

"National Labour Wing."

A "National Labour" wing will also be formed, and Mr. Ramsay MacDonald may himself contest Seaham Harbour division, thus belittling the decision of the "Munton Miners' Lodge" and "Branch Labour Party" (which is affiliated to the Seaham Labour Party) to nominate him as a candidate. Meanwhile he is striving anxiously to maintain the Liberal Party intact in the Government, desiring that the Government shall appeal to the Country on a National instead of a Party basis. He is not willing to be too closely identified with the Conservatives.

What he would like best would be to lead a broad central bloc, but the Conservative insistence on their Tariff and Empire development policy is making this unlikely.

A Barrier of Silence.

LATER.

An impenetrable barrier of silence has been erected regarding Mr. Ramsay MacDonald's visit to Mr. Lloyd George.

The "Folly" of Tariffs.

Public control of banking, a danger of dictatorship and the "folly" of tariffs were themes in the presidential address of Mr. Stanley Hirst, Chairman of the National Executive Labour Party, at the opening of the Party's Conference at Scarborough to-day.

A PANIC AMONG HINDUS.

SERIOUS SITUATION IN KASHMIR.

Srinagar, Sept. 24.—A serious situation is developing in the State of Kashmir, in northwest India, owing to the growing severity of the conflicts between the military and police forces and defiant Moslems.

The trouble started here yesterday when a Moslem crowd mobbed some military pickets. Fighting ensued with casualties on both sides, four Moslems being killed and over 60 men of the Government forces injured, including some high officials.

Panic prevailed among the Hindus to-day owing to fears of a repetition of yesterday's riots. Moslem mobs armed with swords and axes are openly defying the authorities. In addition to carrying these weapons they are erecting barricades on the roads and taking other war-like measures.

Nineteen Shot Dead.

There was a serious riot at Anantnag to-day, when a body of Moslems attacked military pickets, who were overwhelmed, used their rifles to defend their lives. The rioters quickly dispersed, leaving 19 of their number dead.

Panic also prevails among the Hindu residents at Baramulla, where the Moslems are adopting the same tactics as their fellows in Srinagar. There too, they are erecting barricades on the streets and openly defying the police.

NEW DEVELOPMENT IN MANCHURIA.

RELATIONS BROKEN OFF WITH CHANG HSUEH LIANG.

ONLY A MILITARY POINT OF VIEW.

(THROUGH REUTER'S AGENCY.)

SHANGHAI, Oct. 5. A message from Mukden states that Japanese Military Authorities in Manchuria have decided to break off relations with Chang Hsueh Liang, owing to the "insincere attitude" he maintains towards Japan, but a high official, when interviewed by Reuter at Tokyo, emphasised that this merely reflected the Military view.

EX-EMPEROR'S STATEMENT.

(Wah Tse Yat Pao.)

PEIPING, Oct. 5. With a view to dispelling rumours concerning a restoration to his secondary throne in Manchuria, the ex-Manchu Emperor of China, made a statement in Tientsin to-day to the effect that he is moving shortly from the Settlement in Tientsin to his residence at Peiping. He does not intend to proceed to Manchuria. The ex-Emperor said that he does not entertain the slightest desire of entering politics.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.05 p.m., stated:—

The anti-cyclone remains central to the north of Tokyo. There appears to be a typhoon about 400 miles E.N.E. of Manila, moving west, and the typhoon may be forming to the S.E. of Guam.

Local Forecast.—N.E. winds, fresh, sea to choppy.

TYPHOON WARNINGS.

The following typhoon warnings have been received by the American Consulate General from the Manila Observatory: Manila, Oct. 5, 5.25 a.m.—Typhoon in about 10 deg. Long. E., 17 deg. Lat. N., direction unknown. Manila, Oct. 5, 1 p.m.—Cyclone, or typhoon south-east of Guam, developing.

BANK OF JAPAN.

DISCOUNT RATE INCREASED FROM TO-DAY.

(THROUGH REUTER'S AGENCY.)

TOKYO, Oct. 5. The Bank of Japan from to-morrow is raising the discount rate from 5.11 to 5.64 per cent.

BRITISH TENNIS PLAYERS BEATEN.

EXCITING MATCH IN CHAMPIONSHIPS.

(REUTER'S AMERICAN SERVICE.)

SAN FRANCISCO, Oct. 4. After fighting their way through to the finals of the Pacific Coast Lawn Tennis Tournament, England's Davis Cup stalwarts, Fred J. Perry and G. P. Hughes, sustained defeat in the decisive matches to-day.

LANCASHIRE TRADE HOPEFUL.

SIGNIFICANT VOLUME OF BUSINESS AT MANCHESTER.

LONDON, September 20.—The large volume of business transacted on the Manchester Royal Exchange during the week has led to the belief that the Lancashire cotton trade is at the eve of a revival.

A marked change of tone is also reported from other industrial centres, whose staple trades depend largely on their export business. The seasonal improvement customary at this period of the year has so far been very slight, but there are few confident expectations that it will be accelerated.

ANTI-JAPANESE FEELING.

ALL JAPANESE NATIONALS LEAVE CITY.

HUGE DEMONSTRATION AT CANTON.

(From Our Own Correspondent.)

CANTON, Oct. 5. The intense anti-Japanese feeling in Canton, consequent upon the recent "deplorable" happenings in Manchuria, reached a climax to-day when the people of every walk of life staged a huge and organized demonstration of the East Parade Ground this morning at 11 o'clock, followed by a parade through the principal thoroughfares of the city. The number of people taking part in the demonstration was estimated at over 200,000. Every Government organ, school, labour union, merchant guild, and other public organization was amply represented. Every inch of the spacious East Parade Ground was occupied. In fact, hundreds of demonstrators could not get in for want of space, and had to remain on the streets hundreds of yards away.

The seething masses of humanity bent upon revenge of the alleged horrors enacted by the Japanese in Manchuria, the shouting of patriotic slogans, the waving of flags and banners in defiance of the Japanese, the burning of effigies of the leaders, and the awe-inspiring curtain of the occasion was a spectacle seen for the first time in the history of Canton.

March Through City.

After the gathering, the demonstrators marched through the principal thoroughfares of the city, four abreast, in perfect order. Handbills stating the nature and significance of the day were freely distributed to the populace gathered on either side of the road. The parade was led by General Lam Shi Tsing, Commander of the Canton Gendarmerie. The retinue was so long that it required no less than two hours to pass one point. Several detachments of troops, carrying rifles with bayonets fixed, also participated in the demonstration.

The day was declared a general holiday for all Government organs, schools, factories and shops in the city. No business was done, and every store without exception, save the tea shops, was closed. In front of every shop and over every public building and house the Chinese national flag was hoisted at half-mast. The demonstrators had a strip of black cloth around their left arm bearing the characters, "Kong Tai Chui Kuei," meaning "to resist Japan to save the country."

Practically all the Japanese businesses located in Canton proper are closed, and Japanese trade is at a standstill. The patients in the Pok Oi Hospital, a Japanese enterprise on the Second South Road, walked out en masse yesterday. All the Chinese in the employ of the Hospital also quit their work. The old Japanese consulate on Wai Kok Road is also locked and guarded. It is believed that there are now no Japanese nationals in Canton, all having left either for Shanghai or Hong Kong.

ACTION BY PIECE-GOODS MERCHANTS.

(Wah Tse Yat Pao.)

CANTON, Oct. 5. Perhaps for the first time since Canton dealers in foreign goods, particularly piece-goods, have robustly rejected Japanese boycott and bound themselves not to order Japanese goods.

The Canton Piece-Goods Guild passed a resolution last Saturday in favour of an organized cessation as regards orders for Japanese goods. It was also decided that any Japanese goods held in stock by any member of the guild should be registered with the guild so to enable the guild to check the importation of Japanese goods from now on.

ALL QUIET AT SWATOW.

(From Our Own Correspondent.)

SWATOW, Sept. 20. Swatow does not lag behind against the Japanese, though, so far, no unpleasant incident has occurred. Posters, pamphlets and cartoons by the hundreds are evident everywhere, all denouncing the Japanese and their action in Manchuria. The posters call for a united front against the aggressors, and propaganda has been posted on the doors and walls of nearly all Japanese residences and institutions. No looting is being pulled down from fresh ones appear in the (Continued on next column.)

PEACE IN CHINA UNLIKELY.

CHIANG REFUSES TO RESIGN.

(From Our Own Correspondent.)

CANTON, Oct. 5. The political situation in Canton appears to be changing for the worse, notwithstanding the ardent efforts of a large number of politicians and men of influence to bring about a further harmony. Chiang Kai Shek in a further telegram to Canton has stated that he is not willing to resign at present in compliance with the suggestions of the local authorities.

The recalling of General Chen Ming Shu and other members of the Nanking delegation from Hong Kong just before their departure for Shanghai last Saturday night was your correspondent was informed, in connection with the changing situation.

Mr. Wang Ching Wei, in an interview with the Press, representatives to-day, stated that if the negotiations for peace should end in a deadlock, Chiang Kai Shek would be to blame. The demands of Canton were very moderate. A peace conference representing unified China should be convened in Shanghai on October 20, and the 10th Route Army, under General Chen Ming Shu, was to leave Kiangsi for Nanking, after which the Canton plenipotentiary delegates to the proposed peace conference at Shanghai would leave for the North. All this, according to Mr. Wang, the Nanking delegation here has agreed upon.

Unless Chiang is willing to resign at once, it is not likely that the situation will improve.

Chen Satisfied.

(Chun Wan Yat Pao.)

CANTON, Oct. 5. After a final discussion with the Canton leaders regarding peace terms, General Chen Ming Shu, a Nanking delegate, again left for Hong Kong this afternoon by the express train. He will not leave for the North until Wednesday. In an interview with Pressmen, General Chen Ming Shu said that the peace discussions had been satisfactorily concluded. The peace prospect was hopeful, and Press reports alleging otherwise were, he said, merely guess work.

T. V. SOONG TO RESIGN?

(Wah Tse Yat Pao.)

SHANGHAI, Oct. 5. There is a persistent rumour in political circles that Mr. T. V. Soong, Nanking Financial Minister, intends to resign. He is said to be accused by some sections of the Nanking Government of misdeeds in the past and his resignation is believed to be inevitable.

BIG COMMUNICATION SCHEME.

AMERICAN CORPORATION LINES TO BE CO-ORDINATED.

NEW YORK, Sept. 23.—An elaborate scheme of co-operation has been arranged between the Western Union Telegraphs and the Radio Corporation of America whereby their cable, telegraph and radio services will be co-ordinated all over the world.

This scheme follows the lead taken in Britain a few years ago when various radio, telegraph and cable interests combined in one tremendous company known as Imperial and International Communications Ltd.

One poster humbly requested the Chinese Government to "declare war" on Japan.

On Monday, the 28th, a big anti-Japanese demonstration was to have been staged here, but owing to representations by the Japanese Consular authorities it was abandoned. However, the Chinese contented themselves with a big meeting at Kwong Tin Theatre, at which were present members of the Kuomintang party and thousands of students and teachers, all wearing mourning bands (Japanese cloth to be sure) including the armed policemen specially turned out to maintain order. As soon as the Japanese Consulate had wind of the demonstration, demand was made for proper protection of Japanese lives and property by the local authorities. On that day the Consulate was guarded by a platoon of Chinese soldiers and happily the 28th passed off peacefully. No shops dealing in Japanese goods have so far been searched or interfered with though some merchants had already removed such goods prior to drastic regulations being promulgated in this connection.

A good many out-patients undergoing treatment in the Japanese hospital have left and only those braver than their companions continue to patronize that institution.

ROUND-THE-WORLD FLYERS.

MR. AND MRS. DAY ARRIVE AT HONG KONG.

Mr. and Mrs. Day of the United States, who are on a flying trip round the world, arrived at Kai Tak late yesterday afternoon. They made the journey from Kwang Chow Wan in 34 hours, and on Sunday they flew from Hanoi in 54 hours.

Mr. and Mrs. Day started their journey from London in a machine of Mr. Day's own construction. Mr. Day was formerly a manufacturer of aeroplanes on a very large scale in the United States, and is an intimate friend of Messrs. Pangborn and Herndon, who are now flying the Pacific.

Mr. and Mrs. Day were received yesterday by Flight-Lieut. Moss and representatives of the Flying Club and the Oil Companies. It is hoped that a reception in their honour will be arranged by the Flying Club either to-day or to-morrow. They expect to leave for Shanghai on Thursday.

TRANS-PACIFIC FLIGHT.

AVIATORS FLY OVER FALSE PASS.

(THROUGH REUTER'S AGENCY.)

SEATTLE, Oct. 4. Hugh Herndon and Clyde Pangborn, who set out early this morning on the hazardous journey from Japan to America non-stop, were heard at 10.55 a.m. flying over False Pass in the Aleutian Islands, according to a naval wireless message. The airmen were not, however, sighted, owing to the prevalence of a heavy fog.

KINGSFORD-SMITH STILL HELD UP.

(THROUGH REUTER'S AGENCY.)

ATHENS, Oct. 5. After consulting a nerve specialist, Kingsford-Smith postponed his departure for Rome until to-morrow morning.

MYSTERY MAN IN AN AEROPLANE.

ALLEGED ATTEMPT TO CAUSE DISASTER.

Berlin, August 20.—Passengers in the regular Lufthansa aeroplane flying between Munich and Berlin while in mid-air over Nuremberg were alarmed by an explosion which occurred in the cockpit. The controller on board opened the cockpit door and found a man in the act of setting light to a bottle with some mysterious liquid in it. The first explosion had apparently failed. The controller overpowered the man and removed the bottle. A wireless message was immediately sent to Munich, the next landing stage, to call the police, and on landing the man was arrested. The bottle has been sent to the chemico-technical institute of the Reich for examination.

BORDER PROVINCE PROPOSAL.

MOVE WHICH WOULD MAKE BELGIUM TRI-LINGUAL STATE.

BRUSSELS, Sept. 27.—The question of the German-speaking districts of Eupen and Malmedy, ceded to Belgium under the Treaty of Versailles, has entered a new phase with the publication to-day of a manifesto signed by a number of prominent politicians and publicists. The manifesto suggests that the two districts be no longer administered separately, but that they be incorporated with the Belgian frontier province where German is widely spoken and that German be recognised as official language in the new, homogeneous province. Belgium would become a tri-lingual state, with French, Flemish and German as the three official languages, responding to the three distinct elements of the population.

Such a reorganisation, the manifesto insists, would make for the greater strength and harmony of Belgium. In support of this, the manifesto cites the case of Switzerland where the German, French and Italian elements live together peacefully with their three languages and their three cultures enjoying equal freedom.

JUNIOR CRICKET NOTES.

CAPTAINS FOR THE NEW SEASON.

[By "I.B.W."]

The official league cricket season will be opened this week-end when Indian Recreation Club, last season's champions, entertain the combined entry from the Royal Engineers and Royal Corps of Signals. Whether there are any other games on the programme I cannot say for I have not so far received any fixture cards from the secretaries of the different clubs.

Speaking generally, the second division clubs should have a very full season as the import trials do not affect them at all. I take pleasure in welcoming to league cricket the South Wales Borderers who have put in a team in the junior section and I feel sure all cricket enthusiasts will join me in wishing them a successful season. They are an unknown lot, and I am given to understand that their difficulty is finding a wicket-keeper. In Lieut. A. C. Hamilton, however, they have a very forceful bat who should get quite a few runs. He played for Wellington at Home some years ago and was picked, mainly, I understand, for his fearless hitting. I saw him batting in a garrison match some days ago and noted that he could play a defensive game as well if occasion demanded. Capt. Watón is another of their bats, while Lieut. Barlow, their fast-medium right arm bowler, is expected to take a good many wickets. They play the Indians (see XI) in a friendly this week-end and it will be interesting to see how they fare.

The Indians.

The Indians will be playing very much the same team that won championship honours last season though they will have a new leader in the person of M. R. Abbas. This player has taken part in league cricket for many seasons and is well qualified for the position. Other members of the team include H. T. M. Barma, the vice-captain, M. P. Madar, who has opened the innings for the I.R.C. seconds ever since I can remember, A. R. Sufian, a very pretty bat, who started off the season with a big score against Club de Recreo two weeks ago, A. S. Sufian, a very useful all-rounder, A. M. Ramjahn, slow right hand bowler, A. R. Abbas, a much improved bowler and quite a reliable bat, A. R. H. Esmail, a fairly good bat, F. M. el Arouli, fast bowler, S. Ismail, the wicket-keeper and possibly two new members. With this team, there is no reason why the Indians should not have a good season, and though I will not go so far as to say they will retain the shield, I have an idea they will do very well.

The R.E. and S. have quite a useful eleven, the players of note including Lieut. Anstruther, Lieut. Gough, Col. Marsden and Corp. Saunders. I do not know if Col. Skinner is still in the Colony but if he is and if he can be persuaded to turn out regularly, he will strengthen the team considerably. They should put up a good fight against the I.R.C.

Another New Captain.

Civil Service will also be playing under a new leader—E. E. Strange—who was elected captain at their meeting about a week ago. B. C. K. Hawkins, their "goosy," is vice-captain, and he is quite a number of wickets last year, I expect to see him do well again, as good slow bowlers are scarce these days.

F. H. Carvalho will again lead the merry men of Recreo. They are always one of the most dangerous teams in the competition and it would not surprise me if they won the shield this time. I do not know much about the K.O.C. team beyond the fact that F. E. Skinner and P. S. W. Smith will both be playing in the first eleven this season. Both men are easily first team standard—I cannot understand why they were not playing senior cricket last year. Skinner is one of the most dangerous bats, once he gets going. He times his strokes perfectly and does not believe in letting the ball strike the bat! He is also a useful man with the ball and a good field in the bargain. Smith is another type of player altogether. He takes some time in getting settled down but when he is set, he takes some shifting. Bowling right hand round the wicket, Smith has been known to get wickets and plenty of them.

Pressure of space forbids comment on the other teams, which I shall have to leave till next week. Meanwhile, I wish all my readers a very successful season, and hope the remarks in this article, in regard to fixtures, have caught the eye of the secretaries of the different clubs.

SHAMEEN FOOTBALL.

H. M. GUNBOATS START THE SEASON.

The Shameen football season opened on Sunday when teams from H. M. S. Tarantula and H. M. S. Cicada met in a close and interesting match which resulted in a win for the former by the odd goal in five.

The winners had most of the play for the first fifteen minutes and although they were in front of the goal all this time, they could not open the scoring until Perkins secured the leather and slammed it into the goal, leaving the Cicada goal-keeper helpless. This was followed by a second goal which came when the Cicada right back, fumbling in an effort to clear, placed the ball near Warner who took full advantage of the opportunity, and shot hard and true at the goal. Half-time came with the Tarantula leading by two goals to nil.

After the interval, the Cicada played a very much improved game and their efforts were rewarded when R. Thorpe beat Jones with a low shot. This put new life into the team and soon afterwards J. Thorpe got the equaliser for his side. From this point onwards, the game was confined more or less to midfield until the closing stages, when Perkins ran through to give the Tarantula victory with a fine goal.

Mr. E. Stirling, the referee, lined up the following teams:—
Tarantula:—Carroll; Cameron, Tubb, Talbot, Webb, Evans; Reeder, Perkins, Warner, Cannon, Green.

Cicada:—Jones, Hicks, Gascoigne, Smith, Rudling, James; Lt. Commander Havers, R. Thorpe, Mills, Alkey, J. Thorpe.

LOCAL HOCKEY.

RECREIO TEAMS FOR TOMORROW.

The following will represent Club de Recreo in a hockey match against the Radio Sports Club tomorrow at King's Park ground, at 5.10 p.m. sharp:—F. A. Xavier, A. A. dos Remedios, D. C. Alves, H. A. Noronha, N. Beltrao, R. Silva, Netto, C. d'Almeida e Castro, D. F. Lopes, A. M. Xavier, F. V. Ribeiro and J. A. de V. Soares.

FANLING GOLF.

P. MORRISON QUALIFIES IN CAPTAIN'S CUP.

P. Morrison qualified for the Captain's Cup at Fanling over the week-end, returning a score of 73 (99-18).

There were 38 cards taken out, and other scores included R. K. Hopburn 61-6=75; D. S. Robb 83-10=70.

Hole in One.

Playing in a fourball match at Fanling on Sunday, Paymaster Lieutenant W. R. Vallance R.N. did the seventh hole on the Old Course, 173 yards, in one. The ball apparently fell on to the bottom of the pin and remained in the cup, as nothing was seen after the ball reached the green until it was found in the hole.

FLOOD RELIEF FUND.

APPEAL TO LOCAL CATHOLICS.

Under the auspices of the National Government of China, all classes of citizens are doing their utmost to bring relief to the unfortunate victims of the appalling disaster caused by floods in Central China.

The lead for Catholics to do their bit in this noble work has been given by His Holiness, Pius XI, who has contributed a quarter of a million Lira. Now Pius XI's representative in China, the Apostolic Delegate, Mr. C. Costantini, in a circular letter to all the Bishops of China, has also mobilised, for the same purpose, the forces of the "Catholic Action" all over the country, asking them to collect funds towards alleviating this calamity.

On behalf of the "Catholic Action" of Hong Kong, the undersigned Committee takes the liberty of soliciting donations, no matter how small, from Churches, Catholic Associations and Schools, and from the public generally, to aid the world-wide effort on behalf of the sufferers.

Donations, which will be publicly acknowledged, may be sent to any of the undersigned at 10, Caine Road. The amount will be remitted to the Apostolic Delegation in order to ensure distribution where most needed and as promptly as possible.

(Signed) Bishop Henry Valentin, Mr. V. F. Soares, Mr. H. Dixon, Mr. Robert Chao, Mr. J. A. M. Grace, Mr. T. H. Barnes.

PRISON FOR LOOTERS.

ECHO OF RECENT DISTURBANCES.

At Central Magistracy yesterday, several looters of Japanese shops and households during the recent troubles, were brought before Mr. W. Schofield. In the first two cases, Mrs. Fujishima of 31, Spring Garden Lane, appeared as complainant. Detective Sub-Inspector Rozeksky, presenting said Mrs. Fujishima, was taken ill with fever and went into a Japanese Hospital, and looters took advantage of her absence to enter the premises and steal a number of articles.

One man in Court was charged with the theft of a counterpane. He was arrested on information received, at 13, Taiyuan Street on Sunday morning.

The Police records disclosed a number of previous convictions against him and he was sentenced to six weeks' hard labour.

In another case a Chinese who was charged with the theft of a counterpane and a raincoat, the property of Mrs. Suhara, 88, Look-hat Road, was given eight weeks' hard labour. There was a second defendant in this case but on evidence stated that there was no evidence against him, he was discharged.

Both Mrs. Kamatsu and Mrs. Fujishima were interested in a case in which Li Tai was charged with the theft of a jacket, the property of Mrs. Kamatsu, and of a coloured quilt, the property of Mrs. Fujishima.

Inspector Rozeksky told the Court that the defendant was found sleeping under the quilt in a hawk-er's stall in Cross Street when arrested. He took the police to a pawnshop where the jacket belonging to Mrs. Kamatsu was recovered.

He was given eight weeks' hard labour.

CROWN LAND SALES.

Two lots of Crown land were sold by public auction at the Crown Land Office yesterday.

Kowloon Inland Lot No. 3804, situated at Tai Street, was sold to Mr. Liu Wei Chan of 27, Hillier Street for \$2,300, the upset price being \$1,470. The land has an area of 1,972 sq. feet, and its annual rental is \$22.

Inland Lot No. 3310, with an area of 930 sq. feet, was sold to Mr. Ng Chee Yat of 81, Main Street, for \$3,600.

The land is situated at Wong Nei Chung, and the annual rental is \$6.

A PAGEANT OF SHIPPING.

GREAT CHANGE IN BIG BRITISH PORT.

London, Sept. 28.—Liverpool's Shipping Week is on a scale worthy of the city's great maritime traditions.

The Liverpool of 1931 bears little resemblance to the Liverpool of a hundred years ago, so remarkable has been the development. The old Liverpool of the Slave Trade Days has gone, giving way to a new Liverpool in every way better as well as bigger. Liverpool is the port of quick loading and unloading. It has sea services to all the important trading centres of the world, a system of docks and sheds capable of dealing with vessels of all sizes and cargoes of every description; warehousing and cold storage facilities, and a distributive service second to none. It owns and controls 22 per cent. of all the merchant ships under the British flag.

To Inspect Vessel.

Accommodation is available at the pagent for many thousands of people, and visitors will also be able to inspect the Cunard liner Carinthia in the Hunkisson Dock, to cruise in the ferry steamer Roy-At, of Zebrugge fame, to witness, in Picton Hall, historic films, dealing with "Q" ships, herring fleets in action, and the ships of Liverpool fleet.

Wonders of shipping, throughout the ages are illustrated on a lavish scale at the exhibition in St. George's Hall, which comprises probably the best collection of maritime objects ever assembled. It includes models of the Bar Light-ship, the Aquitania, a two-thousand-year-old model of a boat of the dead Kings of Egypt, the familiar modern North Wales steamer St. Tudno, and other models, ranging from the Indian canoe and Moroside ferry boat to the latest type of warship. There will be staged mimic naval battles and working ships, while a "Pageant of the King's Ships" will describe the evolution of British warships from the earliest ages.

The following list, compiled by Major Flower, gives a comparative idea of the known potential longevity of various groups of mammals:—
Man, 100 years; elephants, 50; rhinoceroses, 45; hippopotamuses, 40; horses, 40; bears, 35; tapers, 35; apes and monkeys, 30; cats, 30; giraffes, 30; egg-laying mammals, 30; hyaenas, 20; sea lions, 25; camels and llamas, 25; wombats, 25; fruit bats, 20; porcupines, 20; pigs, 20; kangaroos, 20; dogs, 20; seals, 20; squirrels, 15; beavers, 15; hares and rabbits, 15; mice and rats, 8.

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LIFE AMONG ANIMALS.

MAN'S TERM MUCH LONGER.

Upon no topic of natural history are our general conceptions more vague than upon that which concerns the life span of the higher mammals, writes E. G. Baulenger, a well-known London Zoologist. Any serious contribution to this subject is welcome, and Major Stanley Flower, in the "Proceedings of the Zoological Society," has recently summarised the facts to date. The latest findings, as revealed therein, may come as a surprise to many.

At the outset, Major Flower insists, very rightly, that there is no criterion yet known by means of which it is possible to ascertain the exact age of any fullgrown wild animal. He states that the fact remains that though an expert may assign an approximate age to a mammal, other experts may disagree, and all that can be accurately stated is that the animal is "infantile," "young," "middle-aged," "old," or "very old."

Thus, the only certain way in which the duration of life of mammals can be ascertained is by keeping individuals in captivity, and maintaining careful records of all dates concerning those individuals. Frequently a Zoo animal's longevity only begins to be noted when it is known to have lived for an unusual length of time, and its birthday has already become subject to conjecture. And conjecture as to its age in the process of time crystallises itself in what the public mind believes to be a record.

Major Flower's notes cover some thirty-two years of experience, and have been drawn from all sources. One of the most potent factors controlling the life span of the mammal is the condition. Once the teeth begin to wear out and decay, the possessor is doomed. Exceptions to this rule are, of course, the toothless Ant-eaters and Echidna, which in captivity, at least, are remarkable for their longevity.

Man is, beyond all doubt, the longest lived of any mammal. Civilised man tends to live longer than uncivilised, and statistics prove that the female's term of life tends slightly to exceed that of the male. As man holds the record for longevity, it would not be unreasonable to jump at the conclusion that his nearest relatives, the apes, monkeys, &c., would be next in order. Available figures, however, prove otherwise; the man-like apes seldom living more than thirty years. The Zoo's record, the chimpanzee "Mick," died of senile decay when 26 years old.

If the theory so widely held, that large animals tend to live longer than small ones is to be accepted, whales should be the longest-lived mammals. But, so far as can be known, they do not live to be more than 40. This rate of growth is surprisingly rapid, some of the largest species becoming sexually mature when only 2 years old.

The elephant, largest of terrestrial mammals, lives on an average to be only 40, though a few individuals are said to have survived to more than double this age. Many of the carnivora, such as lions and other large cats, may attain 30 years.

According to Major Flower, the wild lion in Africa is in its prime of life whilst 5 to 6 years old. After ten years its chances of remaining alive depend upon its individual cleverness and the absence of competitors for food. The short-lived mammals are the insectivores and the smaller rodents—the rats, mice, &c.

The following list, compiled by Major Flower, gives a comparative idea of the known potential longevity of various groups of mammals:—

Man, 100 years; elephants, 50; rhinoceroses, 45; hippopotamuses, 40; horses, 40; bears, 35; tapers, 35; apes and monkeys, 30; cats, 30; giraffes, 30; egg-laying mammals, 30; hyaenas, 20; sea lions, 25; camels and llamas, 25; wombats, 25; fruit bats, 20; porcupines, 20; pigs, 20; kangaroos, 20; dogs, 20; seals, 20; squirrels, 15; beavers, 15; hares and rabbits, 15; mice and rats, 8.

SOVIET WANTS U.S. CREDITS.

TRADE WILL DECLINE UNLESS HELP IS RECEIVED.

New York, September 26.—Am-torg, the great Soviet Russian purchasing and selling organization in the United States, announced today that trade between America and the Soviets will continue to decline unless credits are arranged. It was also announced that while credits have been arranged with Germany, Italy, Great Britain and other countries no plans have been made to bolster Soviet purchases by the United States.

The Amtorg announcement suggested that American interests arrange a revolving fund of \$100,000,000 to finance trade between Soviet Russia and the United States.

NEW P. AND O. LINER.

FEATURES OF THE "CARTHAGE."

Messrs. Alexander Stephen and Sons, Ltd., on August 18 launched the T.S.S. Carthage, for the P. and O. Steam Navigation Co. This vessel, together with her sister ship the Corfu, approaching completion, is for the P. and O. passenger service to the Far East. The main particulars of the two vessels are:—Length overall 545 ft., breadth 71 ft., gross tonnage 14,000, draft 29 ft. 9 in., speed 19½ knots, and shaft horse-power 16,000. The vessels present the typical appearance of modern P. and O. liners. The hull is divided by nine watertight bulkheads, the doors of which can be instantaneously closed from the bridge. The cellular double bottom is arranged for oil fuel, fresh water and water ballast. Large oil-fuel bunkers are fitted at the sides of the boiler room. The cargo capacity is about 8,500 tons measurement. There are six decks, with promenade for passengers. The rudder is controlled by electro-hydraulic steering gear with telemotor steering control from the bridge and mechanical control from the docking platform aft. Deck auxiliaries include a high-power electric windlass fitted with warping ends. The 22 cargo winches and the boat hoisting gear are also electrically operated. The electric plant consists of three turbo-generators of 350 kw. each and one internal combustion generator of 50 kw., and except for the main propelling machinery, each ship may be described as all electric. No. 4 hold is insulated for frozen cargo and fitted with brine piping and "Aeroto" fans. Hall's "German" system of refrigeration has been adopted for the provision of chambers and the main CO₂ refrigerating plant is placed in a compartment above the main engine room. Every provision has been made for the comfort and recreation of passengers. Loud-speaker units provide music, and the wireless installation includes directional wireless fitted on "A" deck. The safety devices, not less complete, include a motor boat with wireless. The propelling power is 15,000 shaft horse-power and is provided by twin sets of single reduction geared turbines of the latest Parsons type, constructed to use high-pressure steam at 400 lbs. per square inch, and 725 deg. F. superheat. Each set consists of one high-pressure, one intermediate pressure and one low-pressure turbine, and a feature of the installation is the high efficiency over a wide range of power. The two main condensers are of Messrs. G. and J. Weir's "Regenerative" type, each having 7,500 square feet of cooling surface, sufficient to maintain a vacuum of 26 inches, with a sea temperature of 83 deg. F. Steam is supplied by four Yarrow water-tube boilers of the five-drum type, fitted with superheaters and air preheaters, the working pressure being 400 lbs. per square inch and the steam temperature 725 deg. F. There are two auxiliary cylindrical boilers to supply lower pressure steam for domestic services. The boilers are all arranged to burn oil fuel only under forced draught, and an oil-burning installation of the Clyde oil fuel type is fitted. The auxiliary pumps are mainly electrically driven. The machinery installation is most modern, including "Aeroto" rotary fans for ventilating the engine rooms and stokeholds.

FLIGHT VICTIMS BURIED.

FRANCE HONOURS TWO MEN KILLED IN CRASH.

Paris, Sept. 26.—Practically all the leading French aviators were present at the funeral of Lieutenant-Commander Joseph Lebriz and his mechanic, Rene Mesmin, at Notre Dame to-day.

The famous Cathedral was crowded, and the service, which was conducted by Archbishop Cardinal Verdier, was of a most impressive character.

The bodies of Lebriz and Mesmin, both of whom were killed when their plane crashed in the sea near Utsa in Russia, on its flight from Paris to Tokyo, were brought back to Paris yesterday by Marcel Doret, co-pilot, with Lieut. Commander Lebriz, the only member of the Hyphen crew who escaped with his life when the disaster occurred.

The bodies were taken direct from the Gare du Nord to Notre Dame, where they lay in state all night, watched over by brother officers of the Air Force.

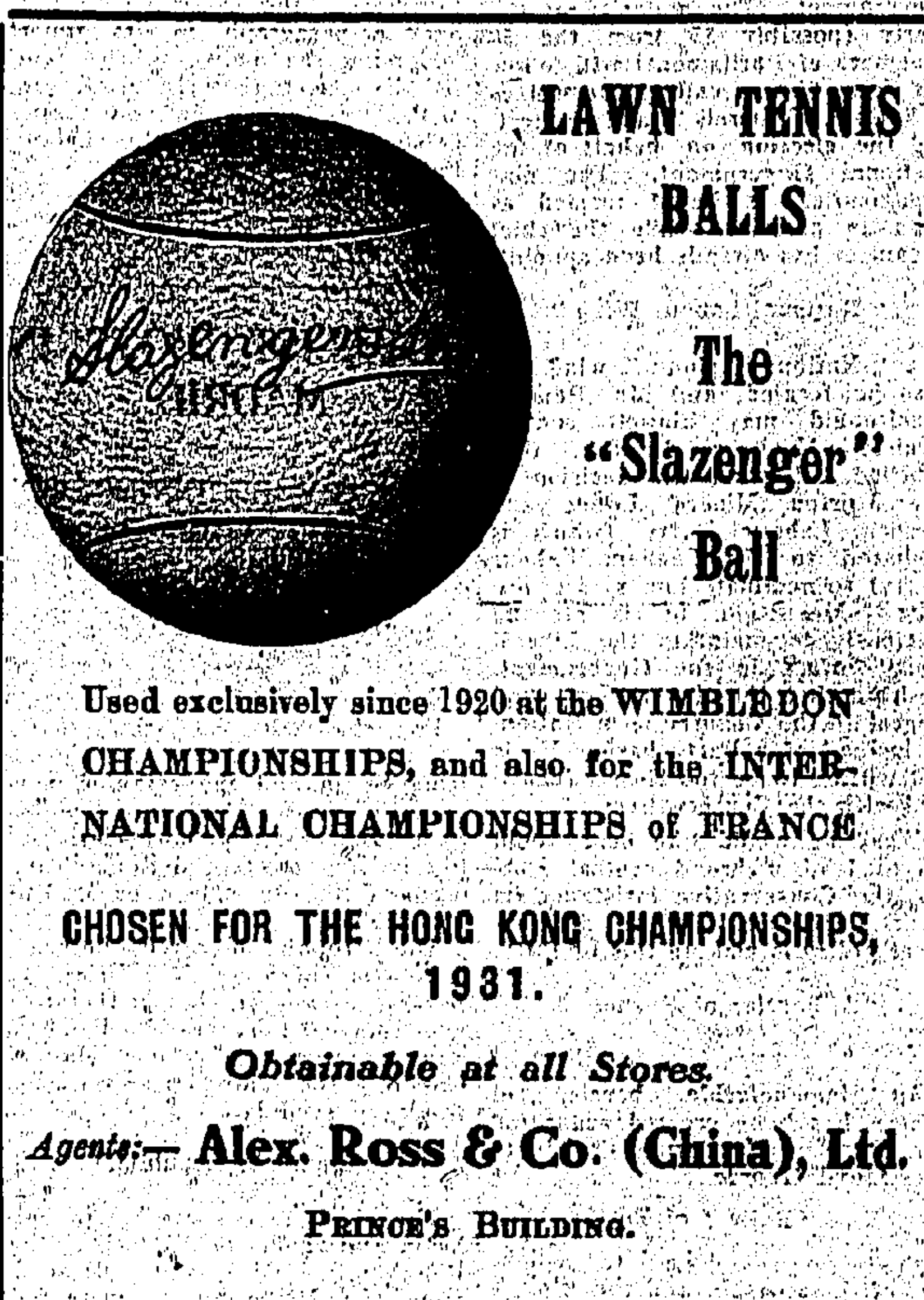


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CHOSEN FOR THE HONG KONG CHAMPIONSHIPS, 1931.

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MILLIONAIRE'S DEATH.

MAN WHO SOUGHT ADVICE ON SPENDING £2,000,000.

The death is announced as having taken place in London, of Mr. C. Harold Smith, the self-made millionaire and "carbon king" of the United States, who came into prominence about two years ago, when he offered a prize of £400 for the best advice on how to spend £2,000,000 for the greatest good of humanity.

The prize was won by Dr. Henry E. Garrett, Professor of Psychology at the University of Columbia, who advised the foundations of an institute of mental hygiene, where young criminals could be given advice and crime studied scientifically. When Mr. Smith's will is opened it will be known whether he followed the advice given by Dr. Garrett.

The first announcement of the prize offer brought Mr. Smith a million begging letters, and he declared that it was the hardest thing in the world to give money away.

He was born at Blackheath, S.E., seventy-two years ago, and attained to wealth following a life of romance, struggle, and privation.

Fort Used as Playfield.

Cologne is putting sections of its fortifications, now no longer needed, as Cologne is located in a demilitarized zone, to good use by converting them into playgrounds for children. A new playground of this kind has been opened in Koeln-Muehlheim. There are lawns and wading pools, shady trees, sand pits and showers. The children, who are taken out in groups, may stay there the whole afternoon. A substantial meal is provided and special young officers preserve order.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Mirapora* left Shanghai for this port on the 4th inst., at 6.30 a.m., and is due here on the 7th inst., at about 8 p.m.

The P. & O. *Naldora* left Singapore for this port on the 4th inst., at 10.30 a.m., with the outward English mails, and is due here on the 8th inst., at about 2 p.m.

The R.M.S. *Empress of Canada* arrived at Manila yesterday at 7 a.m., leaves that port today at 4 p.m., is due at Hong Kong on Thursday at 7 a.m. She will leave for Victoria and Vancouver, B.C., at Shanghai, Kobe, and Yokohama, at noon on Saturday, the 10th inst.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

From LEITE MIDDLESBRO', ANTWERP, LONDON, AND STRAIT.

The Steamship "BENVOELICH"

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves Delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th instant, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th instant at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hong Kong, 2nd Oct., 1931. [1251]

ADVERTISED SAILINGS FROM HONG KONG

ADEN.

Chenonceaux, M.M., Oct. 13.
Monsalieri, Dodwell's, Oct. 25.
Athos II, M.M., Oct. 27.
Burdwan, P. & O., Oct. 31.

ALEXANDRIA.

Pres. Van Buren, Dollar, Oct. 13.

AMOI.

Anshun, B. & S., Oct. 6.
Haining, Douglas, Oct. 6.
Tjiondori, J.C.J.L., Oct. 6.
Kanchow, B. & S., Oct. 7.
Yuen-sang, Jardine's, Oct. 7.
Tayuan, B. & S., Oct. 8.
Santhia, B.I., Oct. 8.
Haining, Douglas, Oct. 8.
Tsinan, B. & S., Oct. 10.
Tjibadak, J.C.J.L., Oct. 15.
Kameng, Jardine's, Oct. 18.
Talmu, B.I., Oct. 23.
Suisang, Jardine's, Oct. 31.

ANTWERP.

Haruna Maru, N.Y.K., Oct. 17.
Kashmir, P. & O., Oct. 24.
Siam, Manners, Oct. 24.
Java, Manners, Oct. 29.
Burdwan, P. & O., Oct. 31.
Katori Maru, N.Y.K., Oct. 31.

AUSTRALIAN PORTS.

Change, B. & S., Oct. 30.
Kameng, Jardine's, Oct. 24.
Nellora, B. & S., Oct. 31.
Taiping, B. & S., Nov. 17.
Change, B. & S., Dec. 18.

BAIL.

Tjiondori, J.C.J.L., Oct. 13.
Tjibadak, J.C.J.L., Oct. 27.
Tjiondori, J.C.J.L., Nov. 10.

BALTIC PORTS.

Java, Manners, Oct. 29.

BALTIMORE.

Tweedband, Bank, Oct. 9.
Glaucus, B.F., Nov. 5.
Adriatus, B.F., Dec. 13.

BANGKOK.

Bintang, Manners, Oct. 12.

BARCELONA.

Duisburg, Jelsen, Oct. 18.
Trier, Melchers, Oct. 17.

BEJAWAN-DELL.

Van Heutsz, J.C.J.L., Oct. 5.

BOMBAY.

Mirapora, P. & O., Oct. 8.
Tango, Maru, N.Y.K., Oct. 14.
Gonos Maru, N.Y.K., Oct. 26.

BOSTON.

Lisbon Maru, N.Y.K., Oct. 9.
Tweedband, Bank, Oct. 9.
Malayan Prince, Furness, Oct. 14.
Pres. Van Buren, Dollar, Oct. 18.
Katsuragi Maru, N.Y.K., Oct. 21.
Monsalieri, Dodwell's, Oct. 25.

BREMEN.

Travo, Melchers, Oct. 6.
Trier, Melchers, Oct. 17.
Java, Manners, Oct. 29.

BRINDISI.

Monsalieri, Dodwell's, Oct. 25.

CALCUTTA.

Sirdhana, B.I., Oct. 6.
Kutsang, Jardine's, Oct. 7.
Hakodate Maru, N.Y.K., Oct. 8.
Morioka Maru, N.Y.K., Oct. 10.
Hosang, Jardine's, Oct. 10.
Tilawa, B.I., Oct. 18.
Yuen-sang, Jardine's, Oct. 28.
Santhia, B.I., Oct. 29.
Taka, P. & O., Nov. 12.
Taka, P. & O., Nov. 17.
Sirdhana, P. & O., Dec. 10.
Tilawa, P. & O., Dec. 24.

CASSABLANCA.

Persous, B.F., Oct. 13.
Kashmir, P. & O., Oct. 24.
Calchas, B.F., Nov. 10.

CHEFOO.

Kanchow, B. & S., Oct. 7.
Cheongshing, Jardine's, Oct. 18.
Kueichow, B. & S., Oct. 20.
Cheongshing, Jardine's, Oct. 25.
Huichow, B. & S., Oct. 30.
Achilles, B.F., Dec. 8.

COLOMBO.

Mirapora, P. & O., Oct. 8.
Chenonceaux, M.M., Oct. 13.
Tango, Maru, N.Y.K., Oct. 14.
Haruna Maru, N.Y.K., Oct. 17.
Pres. Van Buren, Dollar, Oct. 18.
Katsuragi Maru, N.Y.K., Oct. 21.
Monsalieri, Dodwell's, Oct. 25.
Athos II, M.M., Oct. 27.
Katori Maru, N.Y.K., Oct. 31.

COPENHAGEN.

Siam, Manners, Oct. 24.
Java, Manners, Oct. 29.

DALRY.

Chenan, B. & S., Oct. 9.
Nanning, B. & S., Oct. 12.
Patroclus, B.F., Oct. 18.

DUTCH PORTS.

Travo, Melchers, Oct. 6.
Vogtland, Jelsen, Oct. 6.
Persous, B.F., Oct. 13.
Duisburg, Jelsen, Oct. 16.
Haruna Maru, N.Y.K., Oct. 17.
Trier, Melchers, Oct. 17.
City of Khios, Bank, Oct. 18.
Havelland, Jelsen, Oct. 24.
Kashmir, P. & O., Oct. 24.
Java, Manners, Oct. 29.
Burdwan, P. & O., Oct. 31.

FOOCHOW.

Haining, Douglas, Oct. 6.
Haining, Douglas, Oct. 9.
Cheongshing, Jardine's, Oct. 15.
Kueichow, B. & S., Oct. 20.
Chipshing, Jardine's, Oct. 25.
Huichow, B. & S., Oct. 30.

GENOA.

Vogtland, Jelsen, Oct. 6.
Lima Maru, N.Y.K., Oct. 12.
Duisburg, Jelsen, Oct. 16.
Trier, Melchers, Oct. 17.
Pres. Van Buren, Dollar, Oct. 18.
Havelland, Jelsen, Oct. 24.
Monsalieri, Dodwell's, Oct. 25.
Sauerland, Jelsen, Nov. 7.
Ulysses, B.F., Dec. 20.

GLASGOW.

Asphalion, B.F., Oct. 13.
Neleus, B.F., Nov. 22.
Patroclus, B.F., Nov. 25.
Teucer, B.F., Dec. 1.
Antenor, B.F., Dec. 23.
Ulysses, B.F., Dec. 20.

HAIPHONG AND HOIHOW.

Kiungchow, B. & S., Oct. 9.
Kinyuan, B. & S., Oct. 23.

HAMBURG.

Travo, Melchers, Oct. 6.
Vogtland, Jelsen, Oct. 6.
Persous, B.F., Oct. 13.
Duisburg, Jelsen, Oct. 16.
Trier, Melchers, Oct. 17.
City of Khios, Bank, Oct. 18.
Siam, Manners, Oct. 24.
Havelland, Jelsen, Oct. 25.
Java, Manners, Oct. 29.
Burdwan, P. & O., Oct. 31.
Sauerland, Jelsen, Nov. 7.
Calchas, B.F., Nov. 10.
Achilles, B.F., Dec. 8.

HAVRE.

Asphalion, B.F., Oct. 13.
City of Khios, Bank, Oct. 18.
Siam, Manners, Oct. 24.
Burdwan, P. & O., Oct. 31.
Troilus, B.F., Nov. 3.
Neleus, B.F., Nov. 22.
Teucer, B.F., Dec. 1.
Ulysses, B.F., Dec. 20.

HONOLULU.

Shinyo Maru, N.Y.K., Oct. 13.
Rakuyo Maru, N.Y.K., Oct. 15.
Chichibu Maru, N.Y.K., Oct. 25.

HULL.

Burdwan, P. & O., Oct. 31.

JAPAN PORTS.

Hikawa Maru, N.Y.K., Oct. 6.
Kidderpore, P. & O., Oct. 6.
Yonifori, Jardine's, Oct. 7.
Yuen-sang, Jardine's, Oct. 7.
Santhia, B.I., Oct. 8.
Emp. of Canada, C.P.S., Oct. 10.
Naldora, P. & O., Oct. 10.
Sauerland, Jelsen, Oct. 11.
Achilles, B.F., Oct. 12.
Alipora, P. & O., Oct. 12.
D'Arctagnan, M.M., Oct. 13.
Neleus, B.F., Oct. 13.
Shinyo Maru, N.Y.K., Oct. 13.
Rakuyo Maru, N.Y.K., Oct. 15.
Hakone Maru, N.Y.K., Oct. 16.
Kitano Maru, N.Y.K., Oct. 16.
Kashgar, P. & O., Oct. 17.
Tyndarus, B.F., Oct. 17.
Kumsang, Jardine's, Oct. 18.
Tai Yin, Dodwell's, Oct. 18.
Carignano, Dodwell's, Oct. 19.
Daker Maru, N.Y.K., Oct. 22.
Emp. of Russia, C.P.S., Oct. 23.
Glenogle, Jardine's, Oct. 23.
Talmu, B.I., Oct. 23.
Macedonia, P. & O., Oct. 24.
Nanking, Gilman's, Oct. 24.
Ramsey, Jelsen, Oct. 25.
Meriones, B.F., Oct. 28.
Andre Lebon, M.M., Oct. 28.
Chichibu Maru, N.Y.K., Oct. 28.
Main, Melchers, Oct. 31.
Suisang, Jardine's, Oct. 31.
Glenberg, Jardine's, Nov. 6.
Glenapp, Jardine's, Nov. 20.

JAVA PORTS.

Tjiondori, J.C.J.L., Oct. 6.
Tjiondori, J.C.J.L., Oct. 13.
Tjiondori, J.C.J.L., Oct. 20.
Tjibadak, J.C.J.L., Oct. 27.

LIVERPOOL.

Lima Maru, N.Y.K., Oct. 12.
Asphalion, B.F., Oct. 13.
Troilus, B. & F., Nov. 3.
Neleus, B.F., Nov. 22.
Teucer, B.F., Dec. 1.
Ulysses, B.F., Dec. 20.

LONDON.

Travo, Melchers, Oct. 6.
Mantua, P. & O., Oct. 10.
Persous, B.F., Oct. 13.
Haruna Maru, N.Y.K., Oct. 17.
City of Khios, Bank, Oct. 18.
Kashmir, P. & O., Oct. 24.
Monsalieri, Dodwell's, Oct. 25.
Tinhov, Bank, Oct. 28.
Sarpedon, Jardine's, Oct. 27.
Burdwan, P. & O., Oct. 31.
Katori Maru, N.Y.K., Oct. 31.
Calchas, B.F., Nov. 10.
City of Windsor, Bank, Nov. 6.
Patroclus, B.F., Nov. 25.
Achilles, B.F., Dec. 8.
Antenor, B.F., Dec. 23.

LOS ANGELES.

Pres. Jackson, A.M.L., Oct. 13.
Rakuyo Maru, N.Y.K., Oct. 15.
Tai Yin, Dodwell's, Oct. 18.
Pres. McKinley, A.M.L., Oct. 27.

MANILA.

Pres. Madison, A.M.L., Oct. 10.
Tjiondori, J.C.J.L., Oct. 13.
Emp. of Russia, C.P.S., Oct. 13.
Trier, Melchers, Oct. 17.
Pres. Van Buren, Dollar, Oct. 18.
Change, B. & S., Oct. 20.
Kameng, Jardine's, Oct. 24.
Pres. Cleveland, Dollar, Oct. 24.
Tjibadak, J.C.J.L., Oct. 27.
Nellora, B. & S., Oct. 31.

MARSEILLES.

Travo, Melchers, Oct. 6.
Mantua, P. & O., Oct. 10.
Lima Maru, N.Y.K., Oct. 12.
Chenonceaux, M.M., Oct. 13.
Persous, B.F., Oct. 13.
Haruna Maru, N.Y.K., Oct. 17.
Pres. Van Buren, Dollar, Oct. 18.
Kashmir, P. & O., Oct. 24.
Siam, Manners, Oct. 24.
Athos II, M.M., Oct. 27.
Burdwan, P. & O., Oct. 31.
Katori Maru, N.Y.K., Oct. 31.
Calchas, B.F., Nov. 10.
Patroclus, B.F., Nov. 25.
Achilles, B.F., Dec. 8.
Antenor, B.F., Dec. 23.

MAURITIUS.

Tinhov, Bank, Oct. 24.

MEXICO.

Rakuyo Maru, N.Y.K., Oct. 15.

NAPLES.

Malayan Prince, Furness, Oct. 14.
Pres. Van Buren, Dollar, Oct. 18.
Cingalese Prince, Furness, Nov. 3.

NEW YORK, BOSTON, etc.

Lisbon Maru, N.Y.K., Oct. 9.
Tweedband, Bank, Oct. 9.
Pres. Jackson, A.M.L., Oct. 13.
Malayan Prince, Furness, Oct. 14.
Pres. Van Buren, Dollar, Oct. 18.
Tai Yin, Dodwell's, Oct. 18.
Niel Maersk, Jelsen, Oct. 29.
Pres. McKinley, A.M.L., Oct. 27.
Cingalese Prince, Furness, Nov. 3.
Glaucus, B.F., Nov. 5.
Adriatus, B.F., Dec. 13.

NEWORWANG.

Chenan, B. & S., Oct. 9.
Nanning, B. & S., Oct. 12.

NORTH CHINA PORTS.

Patroclus, B.F., Oct. 15.
Derfingier, Melchers, Oct. 18.
Main, Melchers, Oct. 31.

PAKHOL.

Kiungchow, B. & S., Oct. 9.
Kinyuan, B. & S., Oct. 23.

PANAMA CANAL.

Lisbon Maru, N.Y.K., Oct. 9.
Pres. Jackson, A.M.L., Oct. 13.
Rakuyo Maru, N.Y.K., Oct. 15.
Katsuragi Maru, N.Y.K., Oct. 21.
Niel Maersk, Jelsen, Oct. 29.
Pres. McKinley, A.M.L., Oct. 27.

PENANG.

Mirapora, P. & O., Oct. 6.
Sirdhana, B.I., Oct. 6.
Kutsang, Jardine's, Oct. 7.
Hakodate Maru, N.Y.K., Oct. 8.
Van Heutsz, J.C.J.L., Oct. 8.
Tango, Maru, N.Y.K., Oct. 14.
Morioka Maru, N.Y.K., Oct. 15.
Hosang, Jardine's, Oct. 16.
Haruna Maru, N.Y.K., Oct. 17.
Pres. Van Buren, Dollar, Oct. 18.
Genoa Maru, N.Y.K., Oct. 26.
Yuen-sang, Jardine's, Oct. 28.
Santhia, B.I., Oct. 29.
Katori Maru, N.Y.K., Oct. 31.
Sirdhana, P. & O., Dec. 10.
Tilawa, P. & O., Dec. 24.

PHILADELPHIA.

Tweedband, Bank, Oct. 9.

PORT SAID.

Asphalion, B.F., Oct. 13.
Lima Maru, N.Y.K., Oct. 12.
Chenonceaux, M.M., Oct. 13.
Persous, B.F., Oct. 13.
Monsalieri, Dodwell's, Oct. 25.
Athos II, M.M., Oct. 27.
Malaya, Manners, Oct. 28.
Java, Manners, Oct. 29.
Africa, Manners, Dec. 30.

RABAT.

Brumerhaven, Melchers, Oct. 9.
Nellora, B. & S., Oct. 31.

RANGOON.

Hakodate Maru, N.Y.K., Oct. 8.
Morioka Maru, N.Y.K., Oct. 15.

ROTTERDAM.

Vogtland, Jelsen, Oct. 6.
Duisburg, Jelsen, Oct. 10.
City of Khios, Bank, Oct. 18.
Siam, Manners, Oct. 24.
Havelland, Jelsen, Oct. 25.
Katori Maru, N.Y.K., Oct. 31.
Sauerland, Jelsen, Nov. 7.
Calchas, B.F., Dec. 8.
Antenor, B.F., Dec. 23.

SAIGON.

Chenonceaux, M.M., Oct. 13.
Athos II, M.M., Oct. 27.

SANDAKAN.

Yuen-sang, Jardine's, Oct. 7.
Mausang, Jardine's, Oct. 17.
Hinsang, Jardine's, Oct. 21.

SAN FRANCISCO.

Pres. Jackson, A.M.L., Oct. 13.
Shinyo Maru, N.Y.K., Oct. 13.
Tai Yin, Dodwell's, Oct. 18.
Pres. McKinley, A.M.L., Oct. 27.
Chichibu Maru, N.Y.K., Oct. 28.

SCANDINAVIAN PORTS.

Java, Manners, Oct. 29.

SEATTLE.

Hikawa Maru, N.Y.K., Oct. 6.
Tyndarus, B.F., Oct. 17.
Pres. Madison, A.M.L., Oct. 18.

SHANGHAI.

Hikawa Maru, N.Y.K., Oct. 6.
Kidderpore, P. & O., Oct. 6.
Tjiondori, J.C.J.L., Oct. 6.
Kanchow, B. & S., Oct. 7.
Soochow, B. & S., Oct. 7.
Hopsang, Jardine's, Oct. 8.
Tayuan, B. & S., Oct. 8.
Chenan, B. & S., Oct. 9.
Kinyuan, B. & S., Oct. 9.
Santhia, B.I., Oct. 9.
Emp. of Canada, C.P.S., Oct. 10.
Naldora, P. & O., Oct. 10.
Fooshing, Jardine's, Oct. 11.
Sauerland, Jelsen, Oct. 11.
Shantung, B. & S., Oct. 11.
Achilles, B.F., Oct. 12.
Alipora, P. & O., Oct. 12.
Nanning, B. & S., Oct. 12.
D'Arctagnan, M.M., Oct. 13.
Neleus, B.F., Oct. 13.
Shinyo Maru, N.Y.K., Oct. 13.
Suisang, B. & S., Oct. 13.
Tsinan, B. & S., Oct. 14.
Yatsing, Jardine's, Oct. 14.
Tjibadak, J.C.J.L., Oct. 15.
Hakone Maru, N.Y.K., Oct. 16.
Kitano Maru, N.Y.K., Oct. 16.
Patroclus, B.F., Oct. 16.
Kashgar, P. & O., Oct. 17.
Tyndarus, B.F., Oct. 17.
Hingsang, Jardine's, Oct. 18.
Kumsang, Jardine's, Oct. 18.
Tai Yin, Dodwell's, Oct. 18.
Carignano, Dodwell's, Oct. 19.
Derfingier, Melchers, Oct. 19.
Pilsa, Dodwell's, Oct. 20.
Daker Maru, N.Y.K., Oct. 22.
Tjialak, J.C.J.L., Oct. 23.
Emp. of Russia, C.P.S., Oct. 23.
Glenogle, Jardine's, Oct. 23.
Macedonia, P. & O., Oct. 24.
Nanking, Gilman's, Oct. 24.
Ramsey, Jelsen, Oct. 25.
Meriones, B.F., Oct. 28.
Andre Lebon, M.M., Oct. 28.
Chichibu Maru, N.Y.K., Oct. 28.
Malaya, Manners, Oct. 29.
Main, Melchers, Oct. 31.
Suisang, Jardine's, Oct. 31.
Glenberg, Jardine's, Nov. 6.
Protislaus, Jardine's, Nov. 10.
Glenapp, Jardine's, Nov. 20.

SINGAPORE.

Mirapora, P. & O., Oct. 6.
Sirdhana, B.I., Oct. 6.
Kutsang, Jardine's, Oct. 7.
Hakodate Maru, N.Y.K., Oct. 8.
Van Heutsz, J.C.J.L., Oct. 8.
Tango, Maru, N.Y.K., Oct. 14.
Morioka Maru, N.Y.K., Oct. 15.
Hosang, Jardine's, Oct. 16.
Haruna Maru, N.Y.K., Oct. 17.
Pres. Van Buren, Dollar, Oct. 18.
Genoa Maru, N.Y.K., Oct. 26.
Yuen-sang, Jardine's, Oct. 28.
Santhia, B.I., Oct. 29.
Katori Maru, N.Y.K., Oct. 31.
Sirdhana, P. & O., Dec. 10.
Tilawa, P. & O., Dec. 24.

SOUTH AFRICAN PORTS.

Tinhov, Bank, Oct. 24.

SOUTH AMERICAN PORTS.

Rakuyo Maru, N.Y.K., Oct. 15.

SUZ CANAL.

Chenonceaux, M.M., Oct. 13.
Haruna Maru, N.Y.K., Oct. 17.
Pres. Van Buren, Dollar, Oct. 18.
Monsalieri, Dodwell's, Oct. 25.
Athos II, M.M., Oct. 27.
Katori Maru, N.Y.K., Oct. 31.

SWATOW.

Anshun, B. & S., Oct. 6.
Haining, Douglas, Oct. 6.
Soochow, B. & S., Oct. 7.
Hopsang, Jardine's, Oct. 8.
Haining, Douglas, Oct. 8.
Kingyuan, B. & S., Oct

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel
GLAUCOUS

FROM UNITED KINGDOM
Via SINGAPORE

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 5th October.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 15th October will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 28th October, or they will not be recognised.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.

5th October, 1931. [1262]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA
PORTS.

THE Steamship
"GLENIFFER"

having arrived from the above Ports, Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, Delivery may be obtained.

Goods cleared by the 13th Oct. 1931 at Noon, will be subject to Rent. All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Overinsurers by Messrs. Goddard & Douglas, on 10th Oct. 1931, at 10 a.m. Claims against the Steamer, including those for Cargo short delivered, must be presented on the Special Form provided, and must also be arbitrated within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hong Kong, 5th Oct., 1931. [1263]

NORDEUTSCHER LLOYD, BREMEN.

THE Motor Ship
"HAVEL"

having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

Consignees are further notified that the Steamer "HAVEL" has taken at HAMBURG and BREMEN Through Cargo for HONG KONG ex S.S. "JOUANNA," S.S. "OSLAWA," S.S. "FARNIA" and S.S. "GAVIA" from DANZIG, REVEL, GOTHENBURG and KOTKA.

All Goods remaining undelivered after the 9th of October, 1931, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash, at 10 a.m., on the 8th of October, 1931.

No Claims will be admitted after the Goods have left the Godown, and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Underwriter for Counter-signature.

MELHORERS & CO.,
Agents.

NORDEUTSCHER LLOYD, BREMEN,
Hong Kong, 2nd Oct., 1931. [1257]

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Motor Vessel
"HAVELLAND"

having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf & Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th October, 1931, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 7th Oct., 1931, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 22nd October, 1931, or they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Underwriter.

JERSEY & CO.,
Agents.

Hong Kong, 1st Oct., 1931. [1258]



S.S. "President Jackson"

will sail for

MANILA

at
6.00 P.M., TUESDAY, October 6th

DOLLAR STEAMSHIP LINES
AMERICAN MAIL LINE



LLOYD TRIESTINO
FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE & TRIESTE

Via SINGAPORE, COLOMBO, BOMBAY, ADEN, SUZ, and PORT SAID.
Taking Cargo on through Bills of Lading to Fiume, Genoa, All
Italian, Adriatic, Levant, Black Sea and Danube Ports.
Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

For Shanghai & Japan Singapore & Italy
S.S. "MONCALIERI" (cargo boat) ... 25th Oct.
S.S. "CRAOVIA" (passenger boat) ... 4th Oct.
S.S. "CARIGNANO" (cargo boat) ... 10th Oct.
S.S. "PILSNA" (passenger boat) ... 20th Oct.
S.S. "GANGE" (passenger boat) ... 10th Nov.
S.S. "GANGE" (passenger boat) ... 29th Nov.

Outward Voyage to Shanghai only.
Attention is called to the s.s. "Gange" which will make the
voyage Hong Kong/Venice in 24 days, thus allowing London
passengers to reach destination in 25 days.

Sailing Dates subject to alteration without notice.
For further particulars please apply to—
Queen's Building.
Tel. 23021. DODWELL & CO., LTD.,
Agents.

THE PERFECT HOLIDAY.

JAVA

Good hotels in cool mountain
resorts.

Good trains, excellent motor-

smoothing asphalt roads.

BALI

Regular daily air services.

Interesting native life.

HONG KONG—MANILA—MAKASSAR—BALI—SOERABAYA—
BATAVIA—HONG KONG.

FARE: G \$211.00 Inclusive of Railway and Aeroplane Fares.

THOS. COOK

You may book with
AMERICAN EXPRESS
JAVA-CHINA-JAPAN LIJN

TO BATAVIA—Through Java and Bali back via Makassar.

S.S. "TJISARORA" S.S. "TJIKARANG" S.S. "TJISONDARI"
5th October 30th October 3rd November

TO BALI & Soerabaya via Manila & Makassar & back through Java
via Batavia.

M.S. "TJINEGARA" S.S. "TJIBADAK" M.S. "TJISADANE"
13th October 27th October 10th November

TO AMOY AND SHANGHAI.

S.S. "TJISONDARI" S.S. "TJIBADAK" M.S. "TJINEGARA"
6th October 16th October 22nd October

For further particulars apply to—

JAVA-CHINA-JAPAN LIJN.

York Building

Telephone 3815

DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE. SHAREHOLDERS' ASSOCIATION.

MONDAY, OCTOBER 5.				MONDAY, OCTOBER 5.			
BUYERS	SELLERS	SALES	MINIMAL	BUYERS	SELLERS	SALES	MINIMAL
BANKS				BANKS			
...	...	\$1,700	...	H.K. Bank	...	\$1,535	\$1,700
...	...	2103	...	Do. (London)	...	...	...
...	...	2113	...	Chartered Bank	...	...	213
...	...	218	...	Mercantile Bk. "A"	...	...	2194
...	...	2132	...	Do. "O"	...	...	231
...	...	...	...	Bank of East Asia	...	\$120	...
...	...	...	...	N. O. & S. Bank	...	\$3	...
INSURANCES				INSURANCES			
...	...	\$1,500	...	Canton Insurance	...	...	\$1,500
...	...	\$52	...	Underwriters	...	...	\$2.15
...	...	...	...	North China	...	...	7160
...	...	...	...	Union Insurance	...	...	470
...	...	...	...	Yangtze Insurance	...	...	\$80
...	...	\$800	...	China Fire	...	...	\$700
...	...	...	...	H.K. Fire	...	...	\$1,485
SHIPPING				SHIPPING			
...	...	...	...	Douglases	...	\$23	...
...	...	...	...	Steamboat	...	...	\$25
...	...	...	...	Indos (pref)	...	...	\$40
...	...	...	...	Do. (def)	...	...	\$50
...	...	...	...	Shell Transport	...	36/	...
...	...	...	...	Water-boat	...	383	...
MINING				MINING			
...	...	...	...	Bongqua	...	...	\$12
...	...	...	...	Yamouli Gold Fld.	...	...	\$2.25
...	...	...	...	Kailash	...	...	\$0.75
...	...	...	...	Langkato (comb)	...	...	\$1.15
...	...	...	...	Do. (single)	...	...	\$1.65
...	...	...	...	Explorations	...	...	\$1.30
...	...	...	...	Shanghai Loans	...	T.4	...
...	...	...	...	Haube	...	...	...
...	...	...	...	Tronoh Mines	...	11/6	...
Docks, Wharves, Godowns, etc.				Docks, Wharves, Godowns, etc.			
...	...	...	...	H.K. & K. Wharves	...	\$151	...
...	...	...	...	Providence (old)	...	\$5.85	...
...	...	...	...	Do. (new)	...	\$5.85	...
...	...	...	...	H.K. Docks	...	\$30	...
...	...	...	...	S. China Motors "A"	...	...	...
...	...	...	...	Do. "B"	...	...	...
...	...	...	...	Shanghai Docks	...	...	...
...	...	...	...	New Engineering	...	78.20	...
...	...	...	...	Hongkew	...	7.288	...
Land, Hotels, and Buildings				Land, Hotels, and Buildings			
...	...	...	...	H.K. Hotels (old)	...	\$14.75	...
...	...	...	...	Do. (new)	...	\$14.25	...
...	...	...	...	H.K. Lands	...	...	...
...	...	...	...	Shanghai Lands	...	...	...
...	...	...	...	H.K. Realty	...	\$15	...
...	...	...	...	Humphreys (old)	...	...	...
...	...	...	...	Do. (new)	...	...	...
...	...	...	...	Chinese Estates	...	...	...
Cotton Mills				Cotton Mills			
...	...	...	...	Ewe	...	181.90	...
...	...	...	...	Shai Cottons	...	...	...
...	...	...	...	Zong Shing	...	...	...
Public Utilities				Public Utilities			
...	...	...	...	Tramways	...	\$21	...
...	...	...	...	Peak Tram (old)	...	\$14.50	...
...	...	...	...	Do. (new)	...	...	...
...	...	...	...	Singapore	...	...	...
...	...	...	...	Yamouli Electric	...	\$253	...
...	...	...	...	China Lights	...	\$27.40	...
...	...	...	...	H.K. Electric	...	\$773	...
...	...	...	...	Macao do	...	...	...
...	...	...	...	Sandakan Lights	...	...	...
...	...	...	...	Telephones (fully pd)	...	...	...
...	...	...	...	Do. (part pd)	...	...	...
...	...	...	...	China Buses	...	...	...
...	...	...	...	Do. (old)	...	...	...
...	...	...	...	Tramways	...	...	...
...	...	...	...	Do. (new)	...	...	...
Industrials				Industrials			
...	...	...	...	China Sugars	...	...	...
...	...	...	...	Malayan Sugars	...	...	...
...	...	...	...	Calbeck, (ord)	...	...	...
...	...	...	...	Macgregors (prof)	...	...	...
...	...	...	...	Canton Leds	...	...	...
...	...	...	...	Cementa (comb)	...	\$12.80	...
...	...	...	...	Do. (old)	...	...	...
...	...	...	...	Do. (new)	...	...	...
...	...	...	...	Ropes	...	...	...
Miscellaneous				Miscellaneous			
...	...	...	...	Dairy Farms	...	...	...
...	...	...	...	Der A. Wings	...	...	...
...	...	...	...	Amusements (old)	...	\$24	...
...	...	...	...	Ch. F. Investments (old)	...	...	...
...	...	...	...	Do. (new)	...	...	...
...	...	...	...	Constructions (old)	...	...	...
...	...	...	...	Do. (new)	...	...	...
...	...	...	...	Lane Crawfords (old)	...	\$5.40	...
...	...	...	...	Do. (new)	...	\$5.66	...
...	...	...	...	Macintosh	...	...	...
...	...	...	...	Nanyang Tobacco	...	\$4	...
...	...	...	...	Sincere	...	\$19	...
...	...	...	...	Watsons	...	...	...
...	...	...	...	Wm. Powells	...	...	...
...	...	...	...	S. U. Interpines	...	...	...
...	...	...	...	B. L. & B. Bonds	...	68 1/2	...
...	...	...	...	H.K. Govt. Loans	...	\$105	...

LOCAL AND REGULAR OUTWARD MAILS.

FOR	WEEK DAYS		SUNDAYS & HOLIDAYS	
	FROM G.P.O.	FROM SHANGHAI BRANCH P.O.	FROM G.P.O.	FROM SHANGHAI BRANCH P.O.
Canton	7.15 a.m. & 6.00 p.m.	7.00 a.m. & 7.00 p.m.	7.15 a.m. & 5.00 p.m.	7.00 a.m. & 7.00 p.m.
Samshui and Wuchow (By direct steamer)	4.00 p.m.	4.00 p.m.	4.00 p.m.	9.00 a.m.
Macao & Taishan	7.15 a.m. & 1.15 p.m.	7.30 a.m. & 1.20 p.m.	8.15 a.m. & 1.15 p.m.	8.30 a.m. & 1.30 p.m.
Kongmoon (except Saturdays)	5.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.
Kishkong (except Saturdays)	5.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.
Fukien and Wuchow (By Train)	7.15 a.m.	7.15 a.m.	7.15 a.m.	7.15 a.m.
Tai O	1.00 p.m.	1.00 p.m.	1.00 p.m.	1.00 p.m.
Tai Po	8.00 a.m. & 1.00 p.m.	8.00 a.m. & 1.00 p.m.	8.00 a.m. & 1.00 p.m.	8.00 a.m. & 1.00 p.m.
Shanghai	8.00 a.m. & 1.00 p.m.	8.00 a.m. & 1.00 p.m.	8.00 a.m. & 1.00 p.m.	8.00 a.m. & 1.00 p.m.
Chungchow	8.00 a.m. & 1.00 p.m.	8.00 a.m. & 1.00 p.m.	8.00 a.m. & 1.00 p.m.	8.00 a.m. & 1.00 p.m.
Aberdeen	8.00 a.m.	8.00 a.m.	8.00 a.m.	8.00 a.m.
Stanley	8.00 a.m.	8.00 a.m.	8.00 a.m.	8.00 a.m.
Amban	8.00 a.m.	8.00 a.m.	8.00 a.m.	8.00 a.m.
Esinghai, Szechuan, Kwantung and Shantung	8.00 a.m.	8.00 a.m.	8.00 a.m.	8.00 a.m.
Hankow	8.00 p.m.	8.00 p.m.	8.00 p.m.	8.00 p.m.
Yamouli, Shensi & Taipei (Yamouli)	7.00 p.m.	7.00 p.m.	7.00 p.m.	7.00 p.m.

FOREIGN MAILS

POSTAL RATES.

Letters	Local	China and Macau	Foreign Countries and Colonies
...	...	...	...

Letters and postcards for Europe and South America are forwarded "via Siberia" if so subscribed.

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW & AMOY	ANSHUN	On 6th Oct.	Noon
SWATOW, SHANGHAI & TIENTSIN	SOOCHOW	On 7th Oct.	Noon
AMOY, SHANGHAI	CHONGPOO & TIENTSIN	On 7th Oct.	5 p.m.
AMOY & SHANGHAI	TAIYUAN	On 8th Oct.	5 p.m.
SWATOW & SHANGHAI	KINGYUAN	On 9th Oct.	Noon
HOIHOW, PAKHOI & HAIPHONG	KIANGCHOW	On 9th Oct.	Noon
S'HAL, NEWCHOW & DALNY	OHENAN	On 9th Oct.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	SHANTUNG	On 11th Oct.	Noon
S'HAL, NEWCHOW & DALNY	NANNING	On 12th Oct.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	SUIYANG	On 13th Oct.	Noon
AMOY & SHANGHAI	TSINAN	On 14th Oct.	5 p.m.
SWATOW, FOOCHOW, WUHAIR, CHONGPOO & TIENTSIN	KUEKCHOW	On 20th Oct.	10 a.m.
HOIHOW, PAKHOI & HAIPHONG	KINGYUAN	On 23rd Oct.	Noon
SWATOW, FOOCHOW, WUHAIR, CHONGPOO & TIENTSIN	HUICHOW	On 30th Oct.	10 a.m.

* Calls at Amoy for passengers only.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.

Telephone 30331.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Call at Manila (P. I.), Thursday 12. Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE & TAIPING (Suez).

FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SUNDRIES AND STEWARDS' SERVICE.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 278 RETURN.

LONDON (via Australia) from 2186-15-0.

(Australia Steamers on line)

STEAMER	Dep. Hong Kong	Leave Hong Kong	Leave Manila	Dep. Sydney
---------	----------------	-----------------	--------------	-------------

CHANGTE	8th Oct.	17th Nov.	20th Nov.	8th Dec.
TAIPING	11th Oct.	18th Dec.	21st Dec.	11th Jan.
CHANGTE	14th Oct.	21st Jan.	24th Jan.	14th Feb.
TAIPING	17th Oct.	24th Jan.	27th Jan.	17th Feb.

AUSTRALIAN-ORIENTAL LINE, LIMITED

BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "SIAM"

on or about 24th OCTOBER

For PORT SAID, HAVRE, MARSEILLES, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN & BALIC PORTS.

Other sailings:—

M.S. "Siam" ... 24th Oct. 1931

M.S. "Java" ... 25th Oct. "

M.S. "Malaya" ... 26th Oct. 1931

M.S. "Africa" ... 27th Nov. "

M.S. "Annam" ... 30th Dec. "

M.S. "Danmark" ... 31st Dec. 1932

M.S. "Java" ... 26th Feb. "

Optional Bill of Lading issued to United Kingdom Ports

HONG KONG/BANGKOK SERVICE

maintained by the Fast Motor Vessels.

M.S. "MUINAM." M.S. "BINTANG"

m.s. "Bintang" to Bangkok via Hoikow

Leaving here 12th OCTOBER, 1931. Due at Bangkok 20th OCTOBER.

For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

Telephone 24071. Agents. MARGARET BANK BUILDING

PRINCE LINE

FREQUENT SERVICE

TO

BOSTON AND

NEW YORK

CALLING AT NAPLES

"MALAYAN PRINCE" ... Oct. 14th

"CINGALESE PRINCE" ... Nov. 3rd

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

Fare—Hong Kong to Naples.....£58

For other Passage rates, Freight, etc., apply to—

FURNESS (FAR EAST) LIMITED.

(Incorporated in Great Britain.)

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KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR VESSEL

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and

PENANG, on 8th October, at Noon.

Offers excellent Saloon accommodation.

All lower berths

English cuisine

Doctor carried.

Wireless telegraph.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)

Services to all destinations in the Netherlands East Indies

and Australia.

For Passage, apply—

JAVA-CHINA-JAPAN-LIJN.

Telephone 28015. 200, BATHURST, QUEEN ROAD.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

OCTOBER 4, 1931.											
STATION	Barometer at Sea Level	Thermometer	Wind	Direction	Force	Clouds	Barometer at Sea Level	Thermometer	Wind	Direction	Force
Wai Hingstock	12 81.24	78.0	SE	4	b	3	29.35	78.2	WSW	1	0
Nemuro	11 80.22	76.5	SW	1	...	5	30.20	76.0	WSW	1	0
Hakodate	11 80.28	76.5	NNE	1	...	5	30.28	76.5	NNW	1	0
Tokyo	11 80.30	76.5	SW	1	...	5	30.24	76.5	NNW	1	0
Kochi	11 80.18	76.0	N	1	...	5	30.14	76.5	NNE	1	0
Nagasaki	11 80.18	76.0	ENE	1	...	5	30.12	76.0	NNE	1	0
Kagoshima	11 80.14	75.5	SE	1	...	5	30.00	76.0	NNE	1	0
Oshima	11 80.08	74.5	NE	1	...	5	29.94	76.0	ENE	1	0
Naha	11 80.00	74.0	NE	1	...	5	29.90	75.5	ENE	1	0
Ishigakijima	11 80.00	74.0	E	1	...	5	30.02	76.0	E	1	0
Bonin Island	11 80.08	73.5	S	2	b	5	30.13	76.8	SSW	1	0
Chesoo	15 80.17	76.0	ENE	2	b	5	30.13	76.5	E	2	0
Shanghai	14 80.20	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Gutalaff	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Wenchow	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Foochow	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Amoy	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Swatow	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Taihou	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Taihu	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Tainan	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Koehun	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Pescadore	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Hong Kong	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Gap Rock	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Macao	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Hoihow	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Pratas Island	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Philippine	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Tourane	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Cape St. James	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Dacao	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Aparri	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Tuguegarao	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Vigan	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Manila	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Legaspi	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Calbayog	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Tadoban	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Ublo	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Cebu	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Surigao	14 80.31	76.0	NE	2	o	5	30.17	76.0	NE	2	0
Saipan	11.00	29.74	75.4	6	bc	4.22	29.73	75.0	...	...	...
Guam	12.22	29.74	75.4	6	bc	5	29.80	75.0	...	...	...
Yap	11.00	29.76	75.8	6	WNW	2	bc	5	...	...	...
Pelew	...	...	...	...	...	...	...	...	...	...	...
Labuan	14	29.95	76.0	8	S	bc	6	29.90	75.0	...	...

October 5d. 10h. 47m.—Warning to Hong Kong, Coast Ports, &c.—Typhoon in Lat. 17° N. Long. 127° E. position uncertain, direction unknown.

October 5d. 10h. 53m.—The anticyclone is now central to the north of Tokio. It is weakening.

There are indications of a typhoon far east of Luzon. Its direction of motion is unknown.

Manila warning, 5d. 8h. 25m.—Typhoon in Lat. 17° N. Long. 127° E. direction unknown. Read. 5d. 9h. 05m.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 74.42 inches, against an average of 77.06 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON OCTOBER 6.

Forecast.

A.—Shanghai to Turnabout ... N.E. winds, moderate; generally cloudy.

B.—Turnabout to Hong Kong ... N.E. winds, fresh; generally cloudy.

C.—Hong Kong to Gap Rock ... N.E. winds, fresh; fine to cloudy.

D.—Hong Kong to Hainan Straits ... N.E. winds, fresh; generally cloudy.

E.—North China Sea ... N.E. winds, fresh; generally cloudy.

T. F. CLAXTON, Director

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, October 6.

Previous Day	On Date	On Date
Day	at 4 p.m.	at 10 a.m.

Barometer...	29.90	29.90	29.81
Temperature...	82	84	82
Humidity...	77	69	74
Wind...	E	NE	E
Force...	3	4	4
Weather...	C	BO	BO
Rain...	0.00	0.00	0.00

Highest open-air Temperature, 4.83

Lowest open-air Temperature, 5.78

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning;

M=Mist; O=Overcast; P=Passing

Showers; Q=Squalls; R=Rain; T=Thunder.

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Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25
Empress of Russia	Oct. 23	Oct. 26	Oct. 29	Oct. 31	Nov. 9
Empress of Japan	Nov. 7	Nov. 10	Nov. 14	Nov. 16	Nov. 23
Empress of Asia	Nov. 23	Nov. 26	Nov. 28	Nov. 30	Dec. 7
Empress of Canada	Dec. 5	Dec. 8	Dec. 10	Dec. 12	Dec. 20

Empress of Russia ... Dec. 18 ... Dec. 21 ... Dec. 24 ... Dec. 26 ... Jan. 4

Empress of Japan ... Jan. 2 ... Jan. 5 ... Jan. 7 ... Jan. 9 ... Jan. 17

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EMPRESS OF JAPAN ... Oct. 30 ... Nov. 1

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CHICHIBI MARU ... Wednesday ... 23rd Oct.

SEATTLE, VANCOUVER via Shanghai & Japan Ports.

HIKAWA MARU ... Tuesday ... 6th Oct.

HIKE MARU ... Tuesday ... 3rd Nov.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM.

via Singapore, Penang, Colombo & Suez.

BARUNA MARU ... Saturday ... 17th Oct.

KATORI MARU ... Saturday ... 31st Oct.

SYDNEY & MELBOURNE via Manila & Port.

KAMO MARU ... Saturday ... 24th Oct.

KITANO MARU ... Saturday ... 21st Nov.

BOMBAY via Singapore, Penang & Colombo.

TANGO MARU ... Wednesday ... 14th Oct.

GENOA MARU ... Monday ... 26th Oct.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

RAKUYO MARU ... Thursday ... 15th Oct.

NEW YORK, BOSTON via PANAMA.

LISBON MARU ... Friday ... 9th Oct.

KATSURU MARU ... Wednesday ... 31st Oct.

LIVERPOOL via Port Said, Stamboul (Constantinople),

Genoa & Marseilles.

LIMA MARU ... Monday ... 12th Oct.

CALCUTTA via Singapore, Penang & Bangkok.

HAKODATE MARU ... Thursday ... 8th Oct.

MORIOTA MARU ... Thursday ... 15th Oct.

SHANGHAI KORE & YOKOHAMA.

KITANO MARU (Nagasaki direct) ... Friday ... 16th Oct.

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ANDRE LERON ... 23rd Oct.

FELIX ROUSSEL ... 11th Nov.

G. METZINGER ... 25th Nov.

SPHINX ... 9th Dec.

PORTHOUS ... 28th Dec.

OCHENONCEAU ... 8th Jan.

ATHOS II ... 20th Jan.

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Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 12,151 TONS
THROUGH CARGO
32,370 TONS

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

Cargo for Through:

British H.K. Ports.

Haining, Foochow 540

Glenns, Liverpool 1,758 3,681

Sirdhana, Ganga 300 503

Soochow, Shanghai 380 750

Kwangtung, Shanghai 201 325

Apooey, Nama 5 3,072 5,250

Dutch Tjisanroen, Batavia 4,550 7,400

Tjilijwong, Balikpapan 640 2,470

Tjisanroen, Batavia 4,550 7,400

Danish Danmark, Vladivostok 7,500

Norwegian Nordvard, New York 250 830

Ardent, Bangkok 2,000 2,250 820

Japanese Akita Maru, Calcutta 383 3,900

Hokuroku Maru, New York 758

Brisbane Maru, Yokohama 200 1,043

Total 12,151 32,370

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ending at 9 a.m. yesterday:—

Haining (Br.) Foochow 337

Glenns (Br.) Liverpool 145

Sirdhana (Br.) Osaka 110

Soochow (Br.) Shanghai 290

Kwangtung (Br.) Shanghai 182

Apooey (Br.) Nama 652

Tjisanroen (Dut.) Batavia 178

Tjilijwong (Dut.) Balikpapan 222

Tjisanroen (Dut.) Batavia 389

Ardent (Norw.) Bangkok 11

Total 2,468

ARRIVALS AND DEPARTURES.

The arrivals and departures during the 24 hours ending at 9 a.m. yesterday were:—

British 7 6

Dutch 3 1

Danish 1 2

Norwegian 2 3

Japanese 3 5

French 0 1

American 0 2

Chinese 0 2

Total 16 21

WARSHIPS IN PORT.

The following warships were in port yesterday:—

Basin—Tamar:

North Wall—Bridgewater, Cornwall.

South Wall—Moth.

East Wall—Persius.

North Arm—Berwick.

West Wall—Submarine.

Dock—Medway.

Kowloon—Serpis, Starling.

Seyon, Stormcloud.

Buoy No. 7—Magnolia.

Buoy No. 8—Sandwich.

Foreign Men of War—U.S.S. Helena and Bulmer.

SHIPS IN HARBOUR.

The following merchant vessels were in harbour yesterday:—

Wharves—Kowloon: Hokuroku Maru, Canton, Nallora, Yuen Sang, Tottori Maru, Quarry Bay: Tjimanook.

Docks—Kowloon: Limchow, Foo-shing, Yei Maru, Taikeo, Ying-chow, Tean.

Buoy—At Tjisanroen, A2 Hikawa Maru, A3 Tjilijwong, A5 Sirdhana, A6 Danmark, A8 Tjisanroen, A11 Brisbane Maru, A19 Cape St. Francis, B3 An Lee, B13 Kwangtung, B17 Pong Tong, B20 Yusang, B24 Kanan Maru, B28 Rowena, B29 Ryusho Maru, B27 Persius, B28 Tensan Maru, C1 Ardent, C4 Bremerhaven, C7 Kitami Maru.

NEW WHARVES FOR PORT SWETTENHAM.

SCHEME FOR DEEP WATER QUAYS COSTING £1,300,000.

London, Sept. 24.—The Imperial Shipping Committee, presided over by Sir Halford Mackinder, having considered the provision of additional deep-water berths at Port Swettenham, today submitted its report, which is in favour of the scheme. The estimated cost of carrying out the project is £1,300,000.

The scheme provides that the length of the wharfage should be from 1,100 feet to 1,200 feet in order to provide two adequate berths for ocean-going vessels, making the maximum capacity of the quay about 350,000 tons annually.

Sir Halford Mackinder, who is chairman of the Imperial Economic Committee, has been a member of several Royal Commissions. In the course of a distinguished career he has been a lecturer, university professor, member of Parliament, British High Commissioner for South Russia (1919-20), and the author of several books, including "Britain and the British Seas" and "Democratic Ideals and Reality." He was knighted in 1920 and made a member of the Privy Council in 1925.

ARRIVALS.

October 4.

Apooey, British str., 1,778 tons, Capt. C. Boyce, from Tawao, Stonecutters—Wo Fat Sing.

Ardent, Norwegian str., 1,101 tons, Capt. H. Johnsen, from Bangkok, buoy No. 01—K. Larsen & Co.

Brisbane Maru, Japanese str., 3,229 tons, Capt. O. Mutoh, from Moji, buoy No. A11—O.S.K.

Danmark, Danish str., 5,342 tons, Capt. Rasmussen, from Weihaiwei, buoy No. A6—John Mannes & Co.

Glenns, British str., 4,777 tons, Capt. H. E. Beale, from Singapore, Holt's Wharf—B. & S.

Hokuroku Maru, Japanese str., 3,044 tons, Capt. K. Orihara, from Shanghai, Kowloon Wharf—O.S.K.

Phasianella, British str., 393 tons, Capt. T. J. Papple, from Canton, North Point—A.P.C.

Sirdhana, British str., 4,835 tons, Capt. R. C. Brown, from Amoy, buoy No. A6—P. & O. Co.

Tjisanroen, Dutch str., 4,394 tons, Capt. Merobout, from Amoy, buoy No. A1—J.C.J.L.

October 5.

Gleniffer, British str., 6,021 tons, Capt. Baker, from Singapore, Kowloon Wharf—J. M. & Co.

Hop Sang, British str., 1,359 tons, Capt. P. R. G. Cuming, from Swatow, West Point Wharf—J. M. & Co.

Kwangtung, British str., 1,572 tons, Capt. J. H. Hodgkins, from Canton, buoy No. B15—B. & S.

Tjilijwong, Dutch str., 3,001 tons, Capt. Berkhout, from Sandakan, buoy No. A7—J.C.J.L.

Tjisanroen, Dutch str., 5,019 tons, Capt. J. Schol, from Manila, buoy No. A8—J.C.J.L.

CLEARANCE.

October 5.

An Lee, for Tientsin.

Brisbane Maru, for Manila.

Canton, for Shanghai.

Danmark, for Singapore.

Havre Maru, for Singapore.

Hikawa Maru, for Seattle.

Hokuroku Maru, for Shanghai.

Hop Sang, for Canton.

Hydrangea, for Swatow.

Nellora, for Shanghai.

Tjimanook, for Batavia.

Tjisanroen, for Munstok.



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Steamship	Tons	From Hongkong (about)	Destination
"MIRZAPUR"	6,700	8th Oct.	Straits, Colombo & Bombay.
"MANTUA"	11,000	10th Oct. Noon	Marseilles and London.
"KASHMIR"	9,000	24th Oct.	Mars, L'don, R'dm. & A'warp.
"BURDWAN"	5,500	31st Oct.	Mars, L'don, R'dm. & A'warp.
"NALDERA"	16,000	7th Nov.	Bombay, Marseilles and London.
"KASHGAR"	9,000	21st Nov.	Mars, L'don, R'dm. & A'warp.
"RAJPUTANA"	17,000	5th Dec.	Mars, L'don, R'dm. & A'warp.
"CORFU"	15,000	19th Dec.	Mars, L'don, R'dm. & A'warp.
"SOMALI"	6,800	29th Dec.	Mars, L'don, R'dm. & A'warp.
"RAWALPINDI"	17,000	2nd Jan.	Bombay, Marseilles and London.
"TAMARA"	15,000	15th Jan.	Mars, L'don, R'dm. & A'warp.
"KALYAN"	9,000	13th Feb.	Mars, L'don, R'dm. & A'warp.
"NALDERA"	16,000	27th Feb.	Bombay, Marseilles and London.
"CARTRIDGE"	15,000	13th Mar.	Mars, L'don, R'dm. & A'warp.
"RAJPUTANA"	17,000	25th Mar.	Mars, L'don, R'dm. & A'warp.
"CORFU"	15,000	8th Apr.	Bombay, Marseilles and London.
"RAWALPINDI"	17,000	22nd Apr.	Mars, L'don, R'dm. & A'warp.
"TAMARA"	15,000	7th May	Bombay, Marseilles and London.
"KALYAN"	9,000	21st May	Mars, L'don, R'dm. & A'warp.

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"TILAWA"	10,000	15th Oct.	do.
"SANTHA"	8,000	29th Oct.	do.
"TALMA"	10,000	13th Nov.	do.
"TAKADA"	7,000	29th Nov.	do.
"SIRDHANA"	8,000	10th Dec.	do.
"TILAWA"	10,000	24th Dec.	do.

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EASTERN AND AUSTRALIAN SERVICES (LOCAL)			
"NELLOBE"	7,000	31st Oct.	} Manila, Rabaul, Brisbane Sydney and Melbourne.
"TANDA"	7,000	2nd Dec.	
"NANKIN"	7,000	2nd Jan., 1933	

